



NAVY NEWS

JULY 2012

RIVER OF GOLD AT THE HEART OF THAMES PAGEANT

FOR QUEEN AND COUNTRY

AB Christopher Penk raises the White Ensign at Colours aboard frigate HMS Monmouth. In this summer of Diamond Jubilee and Olympic celebrations, this suitably patriotic-themed image was one of more than 400 stunning entries to the Peregrine Trophy, the annual awards recognising the best of the Royal Navy's Photographic Branch. See pages 18-20.

Picture: LA(Phot) Stu Hill, FRPU North



IT TAKES something special to make HMS Daring look small.

Well, small(ish).
Take one 31,000-tonne tanker (USNS Guadalupe).

One 24,000-tonne military cargo ship (USNS Charles Drew, bringing up the rear).

Oh and one 104,000-tonne flat-top with 70-plus jets, helicopters and propeller-driven aircraft aboard – the single most powerful warship on the planet...

For the second time in a matter of weeks Britain's most hi-tech warship joined forces with the USS Abraham Lincoln (CVN 72) to demonstrate what a Type 45 destroyer can bring to an American carrier strike group.

Like the ability to track every one of the 35 F18 jets of various configurations, three Hawkeye AWACs early warning aircraft, three EA-6B Prowler electronic warfare aircraft and half dozen

Seahawk helicopters – here arrayed on deck – if they were airborne.

Simultaneously.
And then some.
And then some more.
And a few more again.
And a cricket ball travelling at Mach 3 (always good to get that Gucci fact in...).

The aircraft impressively 'parked' by Abe's deck handlers here only comprise a little over half of Carrier Air Wing Two – the tailored air group permanently assigned to Abe.

The Lincoln is carrying out combat flight missions in support of Enduring Freedom, codename for the US mission in Afghanistan, as well as wider maritime security duties – a spread of counter-piracy/smuggling/terrorism/trafficking – while Daring is doing the latter under the banner of the Combined Maritime Forces plus working with the UK's long-



standing allies east of Suez.

D32 linked up with the Lincoln and her sister Nimitz-class carrier Carl Vinson earlier in her maiden deployment.

And mighty leviathans as both those carriers are, their names don't quite carry the weight of, say, the USS Enterprise.

Enterprise abounds with superlatives – longest warship in the world, longest serving carrier in the world, world's first nuclear-powered carrier and, arguably, the world's most famous active warship.

The Big E is on her final deployment after 51 years of active service, while Daring is at the beginning of her 25 to 30-year career.

Big D and Big E met up back in the autumn of 2010 when Daring was still on the long-road to operational duties, while the Enterprise was completing her pre-deployment training during what the Americans

call a COMPTUEX (Composite Training Unit Exercise) – a sort of US Navy combination of Operational Sea Training and Joint Warrior.

Eighteen months on, the two ships joined forces east of Suez for a five-day passex – 'passing exercise' – a test of friendly navies to work together from the basics of manoeuvres and simple communications to more demanding integration such as air defence.

As well as the Big E and the Big D, there was the Smaller C (French destroyer FS Cassard, similar to the Royal Navy's Type 42s) and the Big V (cruiser USS Vicksburg, part of the Enterprise Carrier Strike Group) for the five-day exercise.

For two of those days Daring was directly under the control of Enterprise, taking part in

her forte of air defence, plus a spot of gunnery as well as anti-submarine warfare (which is a bit of a novelty for the Type 45).

"Carrier Strike Group 12, centred on Enterprise, was the third strike group Daring has worked with on this deployment," said the destroyer's Commanding Officer Capt Guy Robinson.

"This now seems like routine business for me but, nonetheless, a chance to work with this iconic ship has been a real pleasure.

"I jumped at the chance to get onboard in the knowledge that this would be my last opportunity.

"With Daring on her first deployment and Enterprise on her last, it was a great chance to get these two well-known ships working together."

Daring's anti-air warfare

officer, Lt Cdr Luke Hayashi, added: "We worked with Enterprise in October 2010 when Daring did her short deployment to the States.

"It was great to see some familiar faces and to re-kindle the good relationships we established back then.

"This is Enterprise's last ever deployment before she is deactivated, and to be able to work with her on operations in the Arabian Gulf was a real privilege."

It's not just within the Gulf that Daring's been making her mark.

Fresh from her work with the US carriers, the destroyer paid her inaugural visit to arguably the lushest of the great ports in the region: Muscat, capital of Oman.

With the Type 45 alongside in Port Sultan Qaboos for three days, a busy programme saw

the ship's company host groups of personnel from the Omani Royal Navy and Royal Air Force, and the Coast Guard. Groups were given tours of Daring – they were particularly impressed by the space aboard and quarters for the 200-plus sailors and Royal Marines – and later attended an official reception.

Guests included Captain Badr Bin Khaklfan Al Zidjali, Head of the Omani Coast Guard and senior representatives from the Omani Navy, Army and Air Force, as well as Jamie Bowden, UK Ambassador to Oman.

The ship's football team – playing in the colours of Aston Villa to celebrate ties with their affiliated city – were able to squeeze in a fixture against Muscat Storm FC at the Arsenal Soccer School ground. It was a hard-fought encounter which the home side won 3-2.

"It was really generous of the Storm Football Club to host us

for a game. The 30-plus-degree heat made playing conditions difficult, even though we were playing at night it was still a great game," said NA(AC) Phil Monk.

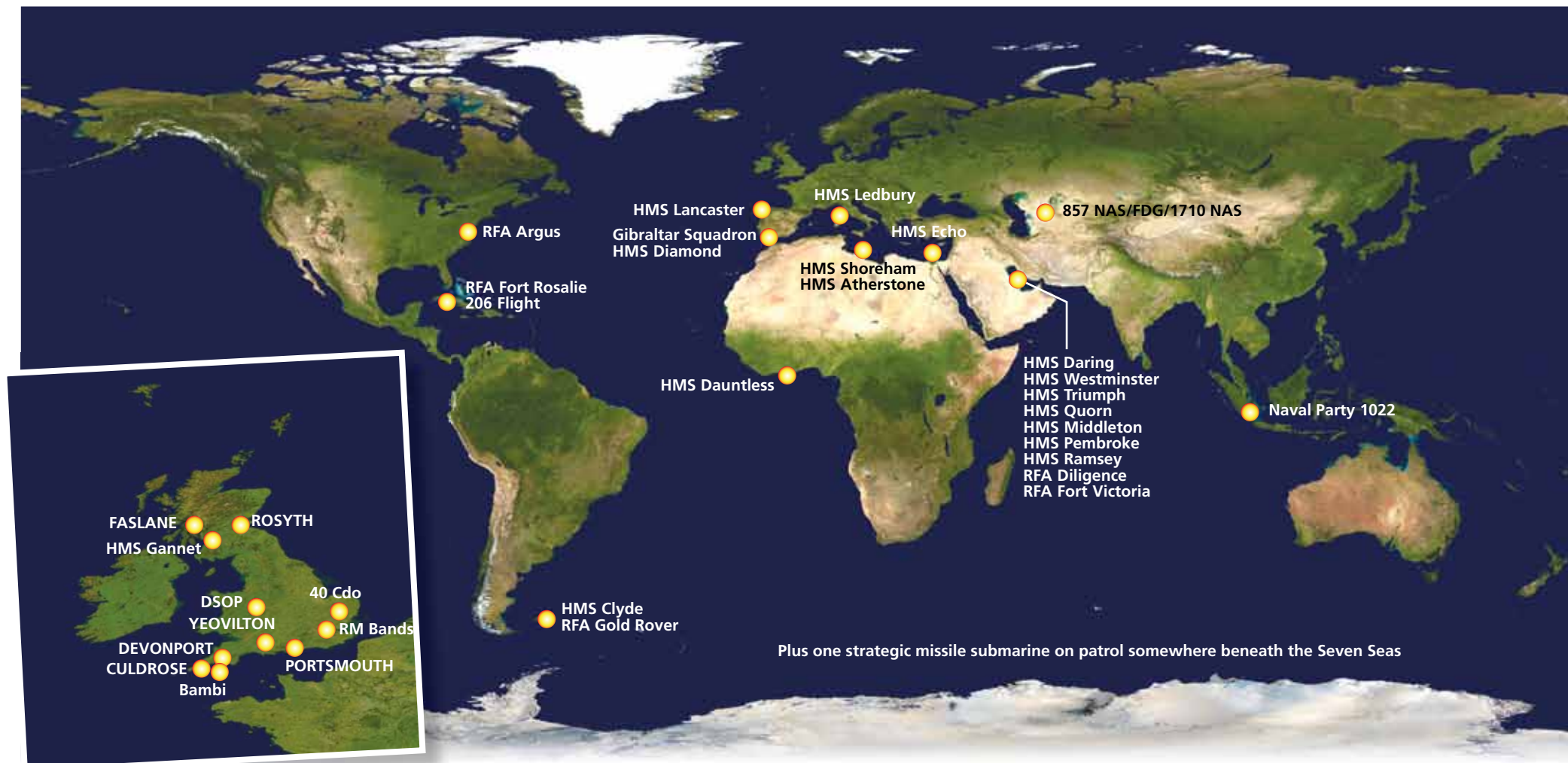
Capt Robinson, like his ship visiting the Omani capital for the first time, added: "The United Kingdom has very strong historical military links with Oman, which the UK is committed to not only maintaining but deepening further and this visit has certainly strengthened relationships.

"Muscat makes for an excellent visit and I know my team have enjoyed this short break in our demanding deployment."

That demanding deployment is now hurtling towards its dénouement, for Daring is home at the beginning of next month... and her replacement in the Gulf, Diamond, is already bound for east of Suez (see page 5).



Big Bigger Biggest



AND so the summer of celebration continues.

(We know it's summer because we double checked in the diary.) After last month's Olympic Torch arrival at Cudrose and Diamond Jubilee parade at Windsor, this month the focus shifted to Portsmouth and London.

In Pompey, **HMS Diamond**, fittingly, kicked off five days of events with a ceremonial entry to the harbour. That was followed by the Thames River Pageant featuring HM Ships **Charger**, **Trumpeter**, **Hurworth** and **President**, plus **539 Assault Squadron Royal Marines**, picket boats from **Britannia Royal Naval College**, **Sea Cadet** units and the **Massed Bands of HM Royal Marines**. For ships which couldn't be present, there was the time-honoured tradition of spelling out the monarch's cypher, E II R, on the flight decks of **Illustrious**, **St Albans**, **Dauntless**, **Daring** and **Westminster** (see the centre pages).

The RM Band remained in the capital after Diamond Jubilee events for the ever-impressive **Beat Retreat** at Horse Guards (see page 9). And if you wish to know what it takes to become one of the Navy's elite musicians, read the final feature in our series on the Band Service – and win VIP tickets for a concert/Beat Retreat in Portsmouth on August 3 (see page 14).

When not playing a leading role in all things jubilee, **Diamond** has been making her way to the Middle East; days after the public displays, the destroyer sailed from Portsmouth on her maiden deployment (see opposite).

In a matter of days she will take over from her older sister **Daring**, who has been exercising (yet again) with American flat-tops, chiefly USS Abraham Lincoln (see pages 2-3).

And what of the third operational Type 45? Well, **Dauntless** is edging her way around the Gulf of Guinea flying the flag for Blighty and promoting maritime security (see page 8).

RFA Fort Rosalie became only the second British Naval vessel in more than half a century to visit Cuba (see page 6), while further north in the Americas, **RFA Argus** visited New York, Norfolk and finally Baltimore as part of the United States' latest series of War of 1812 bicentennial events (see page 24).

Also on the commemorative front, **HMS Lancaster** paid a rare visit to Galicia to remember the dead of the 'Navy's Titanic' – HMS **Serpent**, lost on the 'Coast of Death' in 1890 (see page 6) – while sailors from **HMS Penzance** attended a memorial service for their forebears on the previous ship of the same name (see page 6).

Penzance's sister **HMS Shoreham** is slowly making her way to the Gulf in company with **HMS Atherstone**, where the two minehunters will replace **Pembroke** and **Middleton** respectively on the RN's long-standing mission in Bahrain (see opposite).

The last act of **HMS Ledbury's** NATO deployment to the Med proved to be eventful – a rather large bang courtesy of a German mine blown up off Calgiari (see right).

There were bangs too in Norfolk as **40 Commando** carried out realistic pre-deployment training for Afghanistan on the specialist ranges near Thetford (see page 16).

The eagle-eyed crew of **HMS Sutherland** saved the life of a deer when the animal was seen trying to paddle past the frigate in Plymouth Sound (see page 6).

As ever, this month's edition is blessed by some wonderful photography from the RN's small, but dedicated, Photographic Branch. The best of their work from the past 12 months can be seen in the annual **Peregrine Trophy Awards** (see pages 18-19), and you can learn a little about the training required to join the branch overleaf on page 20.

And talking of trophies... the most coveted title in English football, the Premiership trophy, paid a surprise visit to **HMS Victorious** in Faslane. The boat's Man City-mad CO missed the dramatic last game of the season (a nuclear deterrent patrol being deemed more important than a footy match), so the Blues flew up the trophy with a couple of legendary players (see page 7).

And finally, on a more solemn note, there has been international support for the family of sailor Timmy MacColl, missing from **HMS Westminster** since late May (see right for how you can help).

Ledbury's Calgiari bomb

THE azure, warm waters look inviting – but not that big round object which HMS Ledbury's LD Ben 'Duncs' Duncan has his right hand on.

That object is a German wartime mine, discovered on the seabed outside one of the Mediterranean's busiest harbours by the Portsmouth-based minehunter, which helped blow it to kingdom come.

The Portsmouth-based minehunter was on patrol with a NATO task group off the Sardinian capital Cagliari when her world-beating sonar picked up a contact on the seabed.

That prompted Ledbury's team to launch their remote-controlled robot mine disposal system, Seafox, which beamed back a live video feed to the warship's operation rooms.

Seafox is used both to identify objects – and also dispose of them courtesy of the explosive charges it carries.

In this instance, however, there was so much marine growth on the mine that it needed a first-hand inspection from Ledbury's specialist mine clearance divers.

AB Diver Josh Spibey and the ship's executive officer, Lt Sean 'Central' Heaton, donned gear and went down 43 metres (141ft) to the seabed. Their inspection confirmed the device was a wartime German GY* buoyant contact mine.

The mine was designed to be anchored to the seabed, float just below the surface and detonate if struck by the hull of an unsuspecting passing vessel, blowing them apart with up to 335kg (738lb) of high explosives.

The mine had long since broken away from its mooring and sunk to the floor of the Mediterranean – but it still posed a threat to fishermen or other vessels if it had been moved in rough seas.

Indeed, although the outer shell of the mine was cracked – which is why it sank – the inner 'charge case' was very much intact.

Because the mine was inside Italian territorial waters, permission had to be sought from the Italian authorities to destroy it; once given, Ledbury met up with an Italian bomb disposal unit.

Ledbury's dive team, working with their Italian counterparts, placed 4lb (1.8kg) packs of plastic explosives on the mine and following some help by the Italian Coastguard to shepherd a few local fishermen and yachts out of the area, the combined operation resulted in the detonation of a third of a tonne of explosives.

Because the mine lay so far below the surface, the water pressure suppressed the majority of the explosion – but an impressive shockwave was seen with a 200-metre diameter (656ft) blast 'ring', while the sea boiled as the 70-year-old mine blew a large crater in the sea floor, throwing sand and mud up into the crystal clear waters of the Mediterranean.

"The discovery and disposal of this mine has demonstrated once again the professionalism and effectiveness of the Royal Navy's mine countermeasure capability," said Lt Cdr Tony Williams, Ledbury's Commanding Officer.

"I am immensely proud of the efforts of my team and this is a fitting culmination to a challenging deployment for Ledbury working with our NATO partners."

This success came on the last period of planned minehunting operations for Ledbury and her crew – the ship has been working with NATO's SNMCMG2 mine countermeasure group in the Med since the beginning of the year alongside Turkish, Spanish, Italian and German counterparts.



Thousands pledge to help missing Timmy

THERE has been worldwide support and assistance for the family of a sailor from HMS Westminster who vanished during the ship's visit to Dubai.

There has been no trace of 27-year-old LS Timmy MacColl since he climbed into a taxi in the UAE city in the small hours of May 27.

Originally from Scotland but now settled in Gosport with his pregnant wife Rachael, the father-of-two joined shipmates on a run ashore.

They put him into a taxi outside the Rock Bottom Cafe – a long-standing and popular destination for sailors visiting Dubai – paid the driver and asked him to take the leading hand back to the Portsmouth-based warship.

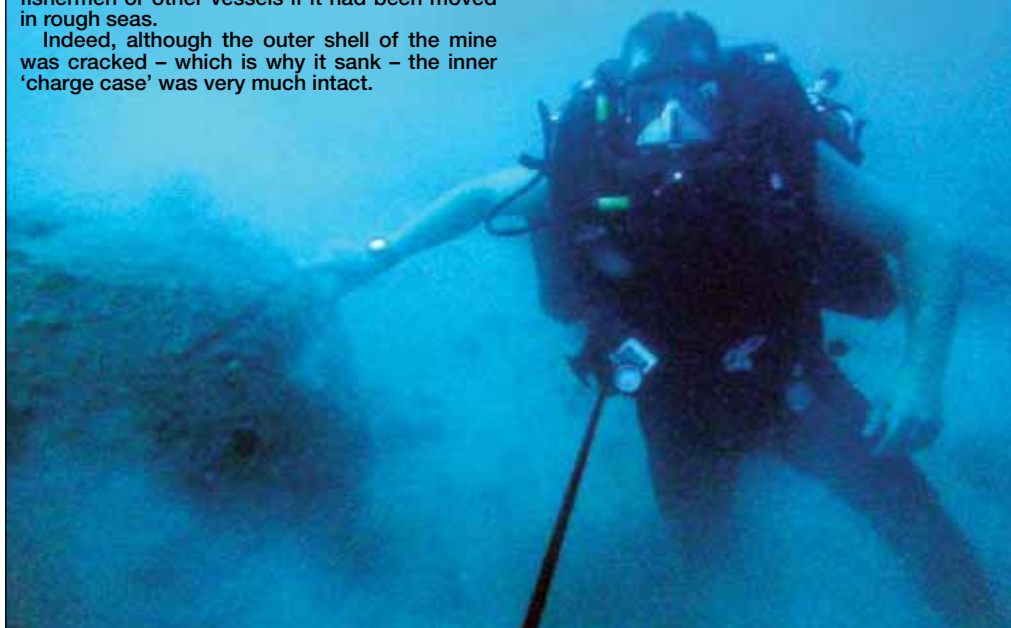
That's the last time anyone saw the junior rating.

His disappearance prompted an international response – not just from his shipmates, the wider RN, MOD, Foreign and Commonwealth Office, British Embassy in Dubai, and local police agencies – but also a Facebook campaign.

Some 120,000 people have supported the effort to 'Bring Timmy Home', there have been candle vigils held for him and his family, and the Spinnaker Tower in Portsmouth was floodlit in yellow to highlight the missing sailor's plight. Posters have been produced and leaflets distributed in the UAE.

"My husband has not disappeared – he's missing," stressed Mrs MacColl (pictured above with her husband). "Wherever he is my husband wants to be found..."

You can show your support for Timmy and his family at www.bringtimmyhome.co.uk.



Thank you, kindly, ma'am

THE Queen praised the men and women of the Navy for their Diamond Jubilee efforts – and ordered the monarchy's age-old thank-you to the Senior Service: splice the mainbrace.

Royal Navy personnel were at the heart of commemorations to mark Her Majesty's 60-year reign, from a parade alongside members of the Army and RAF in Windsor, to HMS Diamond's 21-gun salute entering Portsmouth Harbour and the participation of ships, boats, sailors, Royal Marines and Royal Marines Bands at the Thames River Pageant, and lining the route at processions through the capital.

In a personal message to the Naval Service, Her Majesty said: "Please convey my warm thanks to all those who serve in the Royal Navy for their kind message of loyal greetings, sent on the occasion of my official birthday and the 60th anniversary of my accession to the throne."

"In this Diamond Jubilee year, Prince Philip and I send our good wishes to you all. *Splice the mainbrace.*"


The order dates back to the days of sail when an extra ration of rum was issued for sailors who completed the difficult task of splicing the mainbrace.

In the modern age, the order is traditionally issued by the monarch or senior member of the Royal Family to mark special occasions, such as royal weddings and Fleet Reviews.

First Sea Lord Admiral Sir Mark Stanhope has passed on the Queen's thanks.

"I am delighted that Her Majesty the Queen has recognised the Naval Service in this way – and am especially pleased with her direction to splice the mainbrace."

"Make it so – as and when considered appropriate."

 Jubilee round-up pages, 26-7

Party time for Argyll too

THE men and women of HMS Argyll certainly enjoyed the big day – and we're not talking about the Diamond Jubilee.

While the nation was celebrating, a rather lower key, but no-less-enjoyable party was held aboard the Devonport-based frigate to mark her 21st birthday.

The ship was the second Type 23 frigate to be commissioned into the Navy on the last day of May 1991 – and with HMS Norfolk no longer under the White Ensign she's now the oldest 23 in service with the Royal Navy.

Twenty-one years to the day later, her new Commanding Officer, Cdr Tim Neild, and the youngest sailor onboard, nineteen-year-old ET Martin Woods, sliced the birthday cake, prepared by the chefs onboard, in front of the rest of the crew.

Cdr Neild said: "It's a special achievement for a ship to reach such an impressive milestone but despite being the oldest frigate in her class, following a multi-million pound upgrade in 2010, she remains one of the most capable ships in the Fleet."

Argyll's CO only joined the ship a week earlier and the birthday celebration provided a fitting culmination to a highly significant week in his career.

He said: "I am extremely privileged and honoured to be taking command of a ship with such an impressive reputation."

"This is the pinnacle of my career."

After the celebrations the ship's company have turned their attention to preparation for a period of high readiness over the summer, operational training under the team from FOST in the autumn, followed by a six-month deployment to the South Atlantic in 2013.

Cdr Neild added: "With the uncertain nature of the world we live in, it is vital that Argyll is ready for whatever task my commanders and the government require."

Picture: LA(Phot) Dan Rosenbaum, FRPU East



Jubililation and sadness

JUBILATION because there's been quite a lot to celebrate for D34 recently...

...tinged with sadness at separation from loved ones for six months as the third of Britain's six Type 45 destroyers begins her first operational deployment.

Crammed on to Portsmouth's historic Round Tower well-wishers – including one lady with a wonderfully-improvised broly-cum-flag – wished Godspeed to the most advanced warship under the White Ensign: HMS Diamond.

On the back of her starring role in jubilee celebrations, Diamond is now making her debut on the world stage on a six-month tour of duty east of Suez, taking over from her older sister Daring.

Her job, like Daring before her, will be to carry out maritime security patrols in the Indian Ocean, Gulf of Aden and the Gulf – anything from counter-piracy and smuggling operations to the wider mission of working with the UK's allies in the region.

Diamond's build-up to the deployment has been extensive, having been thoroughly trained and assessed for every eventuality by FOST – although there was, of course, a brief Diamond Jubilee interlude for a ceremonial entry to Portsmouth and providing boat crews for RIBs to escort the Royal Barge along the Thames at the unique river pageant (*see the centre pages*).

"After completing months of rigorous training, topped off with the obvious pride in our participation in the national jubilee celebrations earlier this month, Diamond is ready to set sail on her first operational deployment," said Cdr Ian Clarke, her Commanding Officer.

"We are ready for all of the likely scenarios we may encounter. "Morale on board the ship is high – there's a real buzz on board."

Secretary of State for Defence Philip Hammond said Diamond's departure was "another watershed for the Type 45 programme, with three of these highly capable destroyers now on operations worldwide."

Away from the spotlight – but no less important – was the families day she laid on for some 400 loved ones off the South Coast just a week before deploying to give them a taste of life at sea on the Navy's most advanced surface ship, and to thank them for their support, needed more than ever now Diamond is away.

Guests were treated to a front-row view as the ship sailed from Portsmouth into high winds and open waters; high-speed turns sent spray over the destroyer and a fire-fighting demonstration showed off the equipment and training used to deal with emergencies.

The families were also shown the quarters the ship's company will be living in for the next months – widely regarded as among the best seaborne accommodation in today's Navy (typically no more than six sailors to a cabin).

"It feels a lot more comfortable than I imagined," said Mrs Mortimer, one of the parents aboard Diamond for the families day.

"It's been great to see how the guys and girls live and work onboard together. I will find it much easier thinking about them while they are away."

AB (Sea) Howe, whose parents were embarked, said: "While I will miss my family while I am away, it was good to show them where I will be living at sea and who I will be sharing the space with. I think it has reassured them!"

The first overseas port of call for Type 45 No.3 was the Rock and a reunion with Diamond's sponsor, Lady Johns, the wife of Vice Admiral Sir Adrian Johns – former Second Sea Lord and current Governor of Gibraltar.

She was back on board to celebrate her 60th birthday as the destroyer sailed through British waters off Gibraltar.

"She launched this ship back in November 2007 and has watched us with keen interest since that time, but especially over the last two years since the ship was fully manned," said Cdr Clarke.

"She's seen us through trials and training and she came to our commissioning last May."

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Tribute to Penzance

HMS Penzance honoured her forebears when today's ship's company helped to dedicate a memorial to the wartime vessel of the same name.

The Sandown-class warship spent four days in the small port to renew ties with her affiliates (the ship's based 400 miles to the north in Faslane), open her gangway to the public, and, above all honour the previous Penzance, lost during Britain's darkest hours in the summer of 1940.

The sloop was protecting a North Atlantic convoy when she was sunk south of Iceland at dusk on August 24 1940 by U37.

A German torpedo sliced the ship in the half and as Penzance broke in two and sank, the depth charges in her stern section exploded, killing some of the survivors. In all, just 18 of the 108 officers and ratings aboard the sloop were saved.

Seventy years on and Penzance Town Council erected a memorial stone and plaque, a monument which was formally dedicated with a service, book-ended by a parade and civic reception.

Sea Cadet Jack Knowles – from the town's unit, TS Grenville – slipped seamlessly into the ranks of the ship's company for the parade; the youngster was invited to join the sailors on their march.

As for the ship, she enjoyed a busy programme throughout this fairly infrequent visit to the town, which also saw her opened to visitors, stage a demonstration to local dignitaries and community leaders of what she can do, and host a succession of local groups and organisations and schools.

Penzance's CO Lt Cdr Alex Bush said his ship enjoyed a "superb relationship" with her namesake town.

He added: "This visit was particularly important for us to pay tribute to our fallen shipmates on board HMS Penzance in 1940, who lost their lives when the ship was torpedoed.

"We were honoured to be able to be present for the unveiling of this memorial plaque."

Rosalie on Castro turf

SMARTLY attired in their white uniforms, a guard of honour and band await only the second British naval vessel in half a century to visit Havana.

The ship is RFA Fort Rosalie, visiting Cuba to discuss the fight against the drugs trade and mark an historic anniversary.

Eighteen months after HMS Manchester made history as the first Royal Navy warship since the Castro revolution back in 1959, the one-stop support ship arrived to strengthen collaboration on counter-narcotics work by UK and Cuban authorities.

Her visit coincided with Cuba's British culture week – and the 250th anniversary of the Battle of Havana; British forces laid siege to Havana in June 1762 during the Seven Years' War with Spain as the city was an important colonial military base.

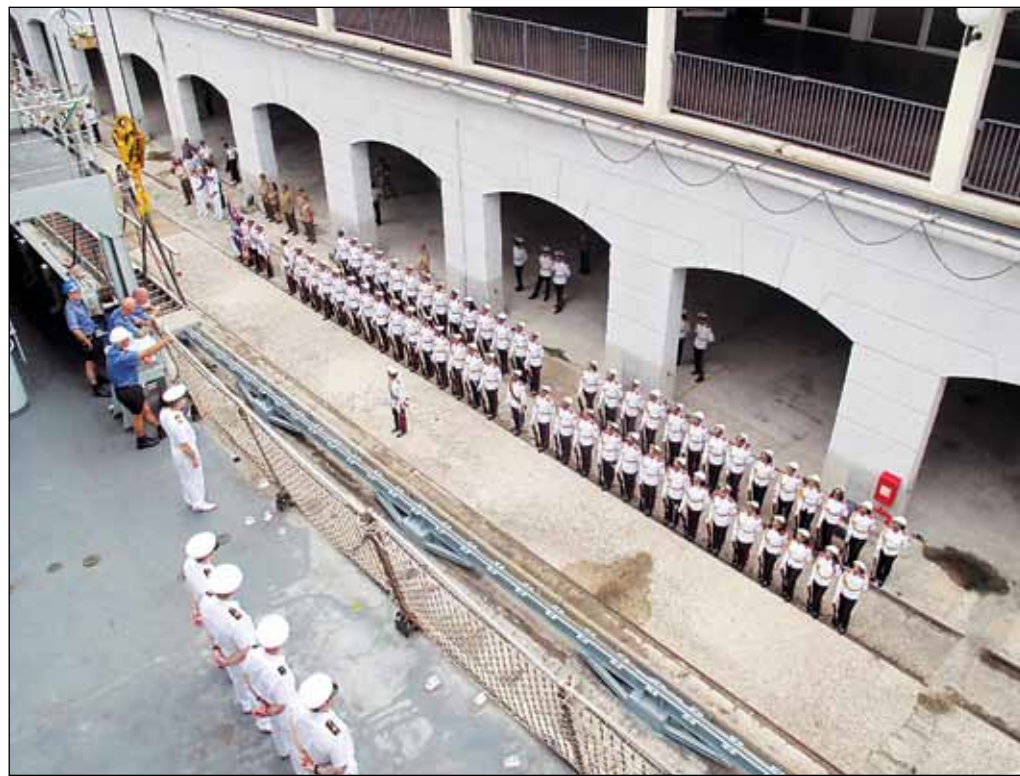
Relations two and a half centuries later are rather friendlier: last year a declaration was signed which included co-operation tackling the drugs trade and is linked to a wider aim to boost UK political and commercial engagement in Latin America.

Cuba's Minister of Foreign Affairs, local dignitaries and the British Ambassador and Defence Attaché used Fort Rosalie as a location for meetings, while officials from the Cuban Ministry for the Interior came aboard to discuss details of the war on the narcotics trade.

Away from the 24,000-tonne ship, her crew took time to lay a wreath at the memorial to José Martí – one of Cuba's national heroes, a leading 19th Century revolutionary figure who died fighting Spanish colonial forces in 1895.

Sailors also visited a cigar factory and toured Havana's historic buildings; in exchange more than 900 Cubans visited the ship – the open day coincided with the Diamond Jubilee celebrations.

Fort Rosalie also hosted a



reception on board as part of her wider Atlantic Patrol North mission to engage with diplomatic partners in the region, inviting Cuban military staff, officials and various international defence attaché staff.

"Seeing Cuba, being given front-row prominence in the port and making a large visual impact meant the visit was a roaring success," said Fort Rosalie's CO Capt Martin Gould RFA.

"Our ship's company made outstanding efforts and engaged with the local population during official functions on board and ashore."

Capt Gould continued: "Our visit to Havana, coinciding with British Culture Week, has helped to cement relations between our two countries.

"Counter-narcotics operations run by the international community in the Caribbean region are supported by Cuba's positive approach to the reduction

of trafficking through their territorial waters; we hosted useful meetings on board to facilitate greater understanding of joint roles and capabilities."



The Rose and the Serpent

CASTING a wreath into the grey wastes of the Atlantic, HMS Lancaster's captain Cdr Steve Moorhouse honours the men of the 'Royal Navy's Titanic'.

One hundred and 22 years ago, the tragedy of the torpedo cruiser HMS Serpent off the Spanish coast led to a fundamental overhaul of safety in stricken British warships – just as the loss of the doomed liner did for merchant shipping two decades later.

The Serpent was bound for West Africa to relieve another vessel when she was wrecked off the *Costa da Morte* – the Coast of Death – in a storm in November 1890.

Of the 175 souls aboard the three-year-old Devonport-based warship, only three survived: Edwin Burton, Frederick Gould and the impressively-named Onesiphorous Luxon.

They were the only crew wearing lifejackets that night and the loss of the Serpent led to the compulsory issue of lifejackets to all Royal Navy personnel – a regulation which remains in force to this day.

Five generations later and the Portsmouth-based frigate was visiting nearby La Coruña on the latest stage of her training and trials following her £22m refit which was completed earlier this year.

During the visit, nine members of her ship's company took time to visit the graveyard at Punto Do Boi, close to the wreck site; the bodies of more than 140 of Serpent's crew were either recovered or washed ashore and buried.

They are honoured in the *Cementerio Inglés* – the English Cemetery – a small, square graveyard on the cliffs overlooking the area where the ship was sunk.

A team led by the frigate's chief stoker, CPO Neil 'Chelsea' Halsey, spent a day working hard to clean and tidy the area.

"I am deeply humbled to have been able to spend some time tidying the cemetery that marks the loss of so many brave sailors from HMS Serpent," he said.

"Although the disaster was over 120 years ago, the site serves as a reminder of the dangers we face and why life saving equipment forms such an important part of life at sea. It's a real honour to have been able to help in some way."

On sailing from La Coruña, the Red Rose warship ventured close to the spot where the disaster occurred and the ship's company attended a short service of remembrance to commemorate the Serpent's loss.

The frigate's gunnery officer, Lt 'Kenny' Dalglish, said: "Sailors across the world are acutely aware of the dangers that we face while in the unforgiving environment of the sea and to be able to commemorate the loss of so many of our predecessors was extremely poignant."

His commanding officer added: "Despite the huge advances in technology, the sea remains a most unforgiving environment. To lose almost an entire ship's company is devastating and it is only right and proper that we took the time to remember not only our fellow Servicemen but also that it took the loss of over 170 sailors before something as common place today as a lifejacket, became standard issue. May they forever rest in peace."

Following her successful visit to Spain, Lancaster has returned to UK waters to continue weapon training as she continues her regeneration ahead of Operational Sea Training and deployment next year.



Sutherland's roe in boat rescue

SAFE in the arms of Petty Officer Andrew Rodgers, this is a deer plucked from Plymouth Sound by the alert crew of HMS Sutherland.

The animal was struggling to make it back to dry land when it was spotted struggling, some 200 yards off the frigate's port side.

AB Oliver Branford, on watch on Sutherland's bridge, saw something moving – and on closer inspection realised it was a deer in distress.

That prompted an immediate response from the Fighting Clan's Commanding Officer, Cdr Al Wilson, who ordered his ship launch a sea boat to rescue the animal.

In minutes, a team of Surg Lt Nick Healey – about as close to a vet as any member of the ship's company – plus Chief Bosun's Mate PO Rodgers, and LS Kieran Woodward and Perry Hayward were in the Pacific 24 heading for the animal.

They succeeded in carefully lifting the roe out of the water and into the boat, before ferrying it to Fort Picklecombe, near the village of Cremyll in Cornwall – where there just happens to be a deer park – and released it back to the wild at around sunset.

PO Rodgers, who was a keeper at Dartmoor zoo for five years before joining the Navy, used his past and present skills to calm and stabilise the deer, while Surg Lt Healey offered his medical oversight.

"After leaving Dartmoor Zoo I did not think I would be looking after animals again, however, I am glad today that I was onboard and was part of the team that saved the deer's life," said PO Rodgers – known appropriately enough as Buck.

Surg Lt Healey added: "Having recently joined the ship where we have been conducting intense sea training with simulated casualties, the ability to save a real casualty – albeit one with four legs – was hugely rewarding."

The ship was mid-way through pre-deployment training for her impending east of Suez deployment when the rescue took place.

The team from the Flag Officer Sea Training organisation had spent the previous three weeks preparing the 200-strong ship's company for every eventuality: fire, flood, pirates, humanitarian aid, natural disasters, board and search. The works.

Well, not quite every eventuality.

"I was really pleased that my team managed to rescue a wild animal that was in extreme distress and return it to its natural habitat," said Cdr Wilson.

"It is obvious that the deer was so fatigued that it would not have survived much longer and would have drowned before reaching the shoreline. What the rescue demonstrated was the versatility of my sailors – they've obviously benefited from the current period of FOST training."

"They showed flexibility, quick thinking and teamwork to adopt to an unfamiliar situation and apply what they have learned to that environment, whether it be as coxswain of the seaboard or applying first aid principles."

"It was certainly an unusual end to a Saturday night at sea!"

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Premiership and premier ship

DO YOU hear there. This is your captain. You're not champions anymore! I repeat. You're not champions anymore! That is all.

Aboard the most powerful weapon in Britain's arsenal, Man City mad Cdr John Livesey lets his HMS Victorious shipmates know the Premiership trophy is aboard the nuclear submarine – and, more importantly, who won it, *writes Ali Kefford*.

The boat's commanding officer was not one of the 4.7bn TV viewers on tenterhooks watching City's dramatic stoppage-time victory on the last day of the Premiership season – he and his boat were on a deterrent patrol which stops for nothing, not even football...

Instead, a terse, unemotional news round-up – featuring the footy results alongside global events – was pinged to the submarine with the bare score in black and white: Manchester City 3 QPR 2.

The Blues wanted to make up for the fact he'd missed one of the most exciting football games in Premiership history – so delivered the trophy in person to the boat's base in Faslane for Cdr Livesey and fellow City fans to parade (and perhaps lord it over any Man Utd-supporting shipmates...).

Man City greets Mike Summerbee and Paul Lake dropped in (by helicopter) with the coveted cup, which Cdr Livesey promptly – and proudly – held aloft on the boat's fin.

"Today I lived the dream, I'm just overwhelmed with the effort the club has gone to," he said.

"It was just my luck to be at the bottom of the sea when City won the League for the first time in my lifetime.

"But this made up for it. It was

absolutely amazing for all the crew to have the trophy on board – such a great gesture."

To get the trophy to the top of the fin, it had to be wrapped in a towel to prevent scratching, then hauled up the boat's steep metal ladders to the bridge.

PO John 'Fish' Sturgeon, 43, from Stockport, who has supported Man City for 36 years, said: "Pulling the trophy up those long ladders is the most surreal thing I've ever done. There were six of us gathered round with the security men.

"I could imagine my career going up in flames because we'd destroyed the Premiership trophy – but it was fine, and obviously easier getting it down than up because of gravity."

Victorious' Mancunian CO drinks from a Man City mug and sleeps under a City duvet cover. So when the results from the tumultuous last day of the season came through by signal, he wasted no time in taunting the Manchester United fans amongst his crew.

"I am a die-hard Man City supporter. I will keep that one line of printed text telling me they'd won forever."

His broadcast woke a United fan asleep in his bunk who is said to have grumbled, muttered some expletives and then been too distressed by the result to get back to sleep.

And when Victorious surfaced off Scotland a week later to return to Faslane, her patrol done, Cdr Livesey sailed her back joyfully waving a Man City flag.

Picture: LA(Phot) Will Haigh, FRPU North









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West side stories



● Capt Warrender salutes the *Dumana's* fallen at the recently-restored grave in Sassandra, before the *Dauntless* sailors moved on to the impressive beachfront monument to the 1943 disaster, where they were joined by a sizeable crowd of locals



THE side being the western seaboard of Africa...

The media may have thumped the tub rather loudly when the second Type 45 departed Portsmouth back in April about sending a message to Buenos Aires in this 30th anniversary year of the Falklands.

But the first half of HMS *Dauntless's* maiden deployment has been devoted not to the chilly waters around the South Atlantic islands but the much warmer seas off West Africa.

Last month we caught up with the ship paying a very rare visit to Senegal.

Her next port of call on the huge West African 'bump' which protrudes into the Atlantic: Freetown, **Sierra Leone**.

Dauntless's setting helped launch British businesses seeking a foothold in Sierra Leone's growing economic market place and allowed already established UK firms to expand their networks.

While security and trade were key focuses in Sierra Leone the crew also managed to visit the local area for charity and sporting events. There were three football matches, running events and a golf match at the local course – though players avoided looking too hard for lost balls because of deadly green mamba snakes...

One crew member had more reason than most to visit having been part of a long-term child sponsorship initiative through the charity World Vision.

Lt Lindsey Griffiths, one of *Dauntless's* fighter controllers, took the opportunity to travel deep into the country to the Bonthe district southeast of the capital, and finally meet the little girl she had been sponsoring for six years.

As well as meeting 12-year-old Massah, Lindsey delivered gifts from the ship's company to the school Massah attends.

"It really was a once-in-a-lifetime opportunity, I feel incredibly lucky that I got the chance to do it," said Lindsey.

"The reception we received when we got to the village was really overwhelming, and I was so pleased to finally get to meet Massah.

"She is such a lovely little girl, and her family were the nicest people you could hope to meet"

Lt Cdr Matt Strattan, *Dauntless's* weapons engineer officer who accompanied Lindsey, added: "It was an amazing experience and it was really humbling to meet the people there who are all infectiously happy despite having next to nothing."

Humbled by their visit to Sierra Leone, the ship's company were moved in the next nation on their African odyssey: the **Ivory Coast**.

One hundred or so miles west of the largest city of Abidjan lies the fishing port of Sassandra, too small to accommodate 8,500-tonnes of Type 45.

So with *Dauntless* anchored a short distance offshore, *Dauntless's* Lynx ferried nine members of the ship's company ashore.

The reason?

It was here that six bodies of the 39 crew killed when flying boat support ship *SS Dumana*, torpedoed as she sailed from Mauritania to Ghana on Christmas Eve 1943, were washed ashore.

Nearly 70 years later, maritime historian and local British businessman Craig Hitchcock oversaw the restoration of the graves, clearing away some of the undergrowth which had



● Youngsters from West Ridge School in Abidjan show their appreciation for the work done by *Dauntless's* volunteers

begun to devour them – work which also unearthed more war graves from 1918 to 1940. He made the journey from Abidjan, the Ivory Coast's largest city, to pay his respects with the ship's company.

After landing at a nearby jungle airstrip the Naval party made their way to the graveyard via all means of available transport, before forming up for a short march to the grave, all under the watchful and respectful gaze of a large crowd of locals.

Rev Sean Carter led a short service of remembrance before *Dauntless's* Commanding Officer Capt Will Warrender placed a wreath on the grave.

"For the short duration of time we were ashore, a lot was achieved. We were able to honour the sacrifice and memory of the men of the *SS Dumana* who lost their lives in service to their country, and the graves having now been reclaimed from the jungle is great. I now just hope that in the future, ships visiting this area would seek to visit and maintain them," said the Rev Carter.

Dumana was the 25th and final ship sunk by U515 and her captain Werner Henke, the 12th most successful U-boat ace of the war. U515 was crippled on her next patrol. Although Henke survived and was taken prisoner, he was subsequently shot dead in the USA while trying to escape captivity.

As for the men of the *Dumana*, as well as those buried in Sassandra's graveyard, local authorities also dedicated an imposing monument on the edge of the beach one year after the tragedy.

The visiting *Dauntless* sailors stopped to pay their respects there, before joining locals for an impromptu photograph – Royal Navy sailors resplendent in their tropical uniforms are a very rare sight in these parts.

"It wasn't anything like the sort of parade ground we're used to, but I think we did alright and we brought a bit of spit and polish to the jungle. It was great to see so many smiling people; it made us feel even more like we were doing something worthwhile" said PO(AWW) Dan Lounds.

The whole visit was over in under two hours but as far as the T45 sailors were concerned it was time very well spent.

"As the first British warship to come to this area for a long time it was important that we reminded the locals that we are here, and that the presence of one of Her Majesty's newest and most capable destroyers providing maritime security in the region, serves to underline

the importance the UK places on the area," said Capt Warrender.

"The nature of the work we do offshore is, as it is in the UK, often unseen by the locals so interaction like this helps spread the message that the Royal Navy is here and operating in these waters."

After ceremonies in Sassandra were completed, *Dauntless* continued to Abidjan – and a visit with a very sporting theme.

The ship's arrival coincided with a World Cup qualifying match between the Ivory Coast and Tanzania. Nearly half the destroyer's crew of 200 headed to the Stade Felix Houphouet Boigny, many of them wearing the kit of the host nation... who promptly won 2-0.

The victory, coupled with the sight of a host of Premiership stars in action and an appearance on local TV, meant the sailors left the ground and the Ivory Coast with smiles on their faces and some great memories.

Aboard the destroyer, beyond a trade fair in support of UK industry and official reception in conjunction with the British High Commission, the ship hosted a succession of community groups and military figures, plus 20 youngsters from a local karate club – who enjoyed a spot of sparring with the sailors.

LS(EW) 'Ned' Kelly, himself a keen martial artist, said: "They were a great bunch of kids – really happy and funny – and they aren't half bad at karate either."

"I reckon there's a couple of future champs amongst that lot. Bado, the club owner, should be extremely proud of them, for them lads to do what they do and come from the areas and backgrounds they have is amazing."

And that was the Côte d'Ivoire. On now to **Ghana**, the next country along the Gulf of Guinea and two harbours in an eight-day double visit – first Sekondi, the port to Ghana's fourth largest city, Takoradi, then the capital Accra.

In Sekondi the ship and her embarked Royal Marines provided training for Ghanaian Naval personnel focussing on the maritime security aspects of naval operations – a key part of *Dauntless's* Auriga 12 deployment.

The ship has worked extensively with navies, coastguards and other enforcement agencies over the past two months as she edges down the West African coast.

In addition to offering training, the ship also acted as the venue for a reception attended by local dignitaries and officials,

stressing the importance of maritime security and advocating teamwork between the various maritime authorities.

Aside from things military, two dozen members of the ship's company, armed only with footballs and good intentions, found time to assist ashore by providing the manpower to paint and clean the West Ridge School, in Takoradi.

"It was a big school, with 1,000 pupils and only 18 teachers, which kind of puts the schools back home into perspective. We wish we could have done more, but were all very pleased with what we achieved in just one day," said Sean Carter, *Dauntless's* padre.

The ship's sporting teams were out in full effect, lining up football, rugby and golf matches with local clubs and the Ghanaian Navy, the notable result being the ship's rugby team extending their impressive 'undefeated in Africa' run.

After leaving Sekondi and a quick overnight passage along the coast – with a Ghanaian naval officer embarked for an insight into life at sea on the Navy's most advanced breed of warships – *Dauntless* arrived in Tema which serves as the port of Ghana's largest and ruling city, Accra.

Here too there was a chance to host a seminar aboard on security at sea, a hectic harbour programme involving more training for Ghanaian sailors, and dozens of simultaneous ship's tours for a variety of groups and organisations.

The crew still managed to find time for getting out and about in the region and various activities were arranged with the assistance of the British High Commission.

Some crew members left their comfort zone behind and headed to the Ghanaian Army's Jungle Warfare Centre where, within minutes of their arrival, they faced exploding grenades tripwires and bear pits.

"It wasn't like anything I have ever experienced within my naval training; the booby trap laboratory was like something you'd have nightmares about!" said Lt Graham Inglis.

"The Ghanaian soldiers looked after us though and we all had a great laugh doing it, though it's not the New Forest by any stretch of the imagination."

Understandably, all personnel who attended returned with a new-found respect for jungle soldiers...

The principal reason for the visit to Ghana was not to become acquainted with Sammy the Snake but to support a Defence and Security Industry Day; many British firms took advantage of using the state-of-the-art destroyer as the perfect backdrop for promoting their products and expertise.

Dauntless remains in African waters for the foreseeable future, continuing her work in the eastern Gulf of Guinea before making for South Africa and then crossing the South Atlantic for the first time to visit the Falklands.

Pictures: LA(Phot) Nicky Wilson, FRPU North



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Very British...with a US twist

IN A spring and summer of seemingly endless pomp and circumstance, this is the unforgettable sight of the Massed Bands of Her Majesty's Royal Marines marching up The Mall towards Buckingham Palace – just one indelible memory from this year's Beat Retreat in the capital.

It's one of the unmissable events in the Royal Marines' calendar – the two summer evenings on which the massed bands come together to celebrate the birthday of their Captain General, the Duke of Edinburgh.

The musical spectacular, on Horse Guards Parade in London, generally takes place every two or three years as the Corps' tribute to the

Duke, who celebrates his birthday on June 10 – this year he was 91.

Sadly this year illness prevented the Duke attending, so after the first night, on which First Sea Lord Admiral Sir Mark Stanhope took the salute as planned, the programme took on an American flavour as General James F Amos, 35th Commandant of the US Marine Corps, was invited to take the salute.

For Principal Music Director Lt Col Nick Grace, this called for some amendments to the musical programme on the second night. General Amos was greeted by the 'ruffles and flourishes' US four-star salute instead of a Royal salute, and in tribute to their American guest, the bands

included some marches by Sousa.

And at the end of the evening, after Beat Retreat and Ceremonial Sunset, and immediately before the familiar *Heart of Oak* and *A Life on the Ocean Wave* which end every Royal Marines' band march-off, the musicians played Sousa's *Semper Fidelis*, usually regarded as the official march of the US Marine Corps.

WO1 James Whitwham, Corps Drum Major, who organised the events on Horse Guards and throughout the Diamond Jubilee celebrations, said: "This musical spectacular is about the only time the Band Service comes together in its entirety, and that makes it very special."

"This year has been one of the busiest we can

ever remember. We had the honour of performing at Windsor and the Thames River Pageant for the Queen's Diamond Jubilee, as well as numerous other engagements.

"It's been wonderful to be so much in demand, although getting everyone together for rehearsals has been quite a challenge – on many days bands were in different parts of the country, our programmes have been so busy."

For Bandie WO1 Tom Hodge, the Corps Bandmaster, June brought another reason to celebrate – he was made an MBE in the Queen's Birthday Honours list.

Picture: PO(Phot) Terry Seward, DMC

📄 New bandies, new skills, page 14



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● Flagship HMS Bulwark goes through a fire-fighting and damage control serial at OST... and while such training will continue to be a staple diet of the future, ships such as HMS Diamond (below) are making increased use of 'synthetic training' – simulations

Pictures: PO(Phot) Paul Punter, FRPU East, and LA(Phot) Martin Carney, HMS Bulwark



INCREASED use of simulation and officers and ratings training side-by-side at the same base could define the Royal Navy of the future.

Rear Admiral Clive Johnstone, Flag Officer Sea Training – responsible for training in the Royal Navy from turning civilians into sailors to preparing men o'war for global deployments – says wholesale changes across the board, from combining officer and ratings training at Britannia Royal Naval College in Dartmouth to readying ships for deployment increasingly using computer simulations are being considered.

In addition, one of the bedrocks of the RN, Operational Sea Training – described by some ships as 'pre-season training' for their front-line duties – is under review and is likely to migrate into three distinct sections, depending on what a ship and its men and women need.

OST has been a cornerstone of preparing ships for deployment for the past seven decades. In its current form it's directed by the Admiral's team from Devonport and is typically an eight-week package for frigates and destroyers.

The training offered by the FOST staff is used by a myriad of Allied navies beyond the RN: German, Dutch, and other NATO ships regularly train alongside their British friends, while the Americans described the experience as even more intense than their own training when they recently put one of their destroyers through OST.

"In the past ships possibly saw getting through OST as an end in itself. What matters more is what they do 'out there'," says Admiral Johnstone, who commanded HMS Bulwark during the evacuation of Britons from the Lebanon in 2006. "My mission is to get ships operating to their limits and returning safely – not passing an assessment here under FOST."

In place of the current training package, the FOST team is looking at greater use of simulated operations rooms and more training offered in a ship's home port – rather than decamping to Plymouth for weeks on end.

"In the future I don't believe OST will be the same as it is now," says the Admiral, who envisages three shorter, distinct training periods which may look something like this:

- basic 'safe to sail' training in a ship's home port; a FOST team would put the crew through the basics of fire-fighting, flood, ship handling – permitting a ship to train and exercise in home waters;
- 'ready to fight' training, similar to elements of the current OST off Plymouth;
- 'prepare to deploy' training to ready a ship to slip seamlessly into a task group – or sail on her own on an independent deployment, such as the South Atlantic.



● Trainee ratings from HMS Raleigh head down the Lynher in Medium Inflatable Boats on a navigational exercise – a recent introduction to the basic civvy-to-sailor course at the Torpoint establishment

Picture: Dave Sherfield, HMS Raleigh

Improving the foundations



Equally important will be teaching cultural issues and politics. "I have been on operational deployments in the past without actually knowing the environment. We think we know," explains Admiral Johnstone (pictured above). "Learning lessons and achieving intellectual agility as well as operational agility is fundamental."

"We need to expose people to experts from other Government departments and guest speakers – experts in their field. People who can offer a different perspective – woven into the fabric of our training, you start to get a different outlook."

"A commanding officer should be thinking things over in his mind: how will that play out? It's about cultural awareness – a bit of knowledge, but it makes a big difference."

It's already been tried out: HMS Dauntless received a regional briefing from various government departments who pointed out potential sensitivities on her current African and South Atlantic deployment.

And during this spring's Joint Warrior exercise off Scotland, a senior diplomatic adviser was embarked in the task group, listening in on conversations – and picking out the odd strands. "The value was brilliant," says the Admiral. "But he also looked forward to the coming day and asked: what political problems might arise?"

Hand-in-hand with these changes will be the increasing use of the new simulator facilities at Collingwood and Devonport – the MCTS, Maritime Composite Training System – which can recreate the command centre of any RN ship (or group of ships) and test their ops room teams.

The facilities were used extensively by HMS Diamond ahead of the Type 45 destroyer's maiden deployment which began last month and, says Admiral Johnstone, "in five years' time we expect ships taking part in a major operation around the world to be able to 'play out' the scenario with a simulation sent by FOST."

In addition to this operational training, computers will also be relied on at a more general level of training.

"Within 18 months there will be a submarine trainer using existing technology – avatars, 3D goggles. The same technology's also being used to design the Type 26 – can you get through that hatch, can you reach that shelf?"

"We're already using games console technology to teach submariners the layout of a boat."

"Simulators will play an increasingly large role in our training," says the admiral. "Synthetic training is brilliant, particularly for learning the basics, but the classroom will never replace live training."

It's not just at this 'business end' that a major shift in Royal Navy training is planned, however.

The 'building blocks' of the Senior Service – Raleigh and Dartmouth, which lay the foundations for decades of service, are expected to face substantial changes.

"Over the next five years Dartmouth and Raleigh will increasingly merge. It's already happening and we are seeing benefits now. Training involving officers and ratings will get closer and closer – it's natural progress."

"What we are trying to do is merge the officers' and ratings' courses at certain points – ceremonial events, weapons training, exercises on the river with picket boats. The impression we're always looking to create is mutual respect."

Indeed, the 'nine commandments' – officially the core maritime skills – introduced at Raleigh for all civilians undergoing basic training to turn them into fledgling ratings was also brought in at BRNC earlier this year.

Furthermore, as part of that initial civvy-to-sailor conversion, rookie ratings and would-be officers are already working side-by-side during some aspects of training, such as seamanship, fire-

fighting and marksmanship.

Further integration is planned such as sailors from Raleigh and marines from Lymington supporting cadets, the sailors helping to crew Dartmouth's picket boats, the commandos providing opposition on the ground during the officers' final test, the three-and-a-half-day Maritime Assessed Leadership Exercise on the Dart.

But further down the line, full integration – combining rating and officer training on a single site – is being considered.

Among possible scenarios are Raleigh becoming a Royal Marines base as the Corps is concentrated in the South West to create what Admiral Johnstone calls "a centre of amphibious excellence" and Dartmouth becoming the home of all Naval initial training.

The latter is, the admiral admits, extremely contentious. Dartmouth in particular is regarded by many as a sacred cow, spiritual home of the Senior Service's officer cadre.

"We'll only do it if it works and there is considerable work being undertaken at this time to scope possible courses of action," stresses Admiral Johnstone. "It would be helpful to concentrate in one place. What I want people to understand is that it's the quality of training which matters – at the end of the day, our goal remains world-class training."

Recent operations, says the admiral, have underlined the quality of the Royal Navy's training regimen.

"Right across the Navy we really think we are ready for operations," he adds. That's very different from five or ten years ago.

"In Libya and other operations, there has been a real return to a sense of confidence and purpose."

That 'grittier, edgier' side to the RN is reflected in the training: Raleigh, for example, introduced the RN fitness test at the very beginning of the course for new joiners with a simple rule: fail and you're out.

"It's 'tough love' early on," says Admiral Johnstone. "If two or three people leave at the beginning of the course, the remaining 37 or so will get through it."

And so it's proving. The pass rate has shot up from 47 per cent to 80 per cent.

Training also reflects social changes; the Senior Service of 2012 is more inclusive than it has ever been: for example, one in three officers on the most recent 'commanding officer designate' course – for people earmarked for command – was female.

"The young people we are getting through the gates are the most mixed group from across society, better educated, better motivated than ever. And they're the fundamental thing that makes the Royal Navy great, not the pieces of kit," the admiral emphasises.

"And training is fundamental to the Navy – but it's front-line, not rear-line. Our 'front line' is completely different from everyone else's. The moment you go to sea, you're on operations. The sea is the front line."

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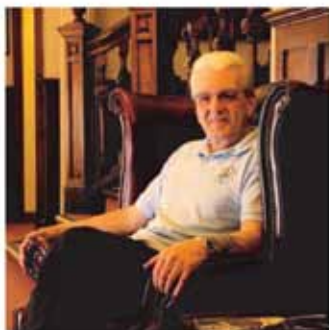


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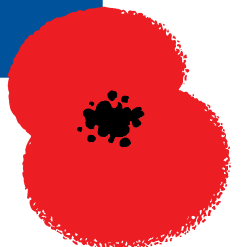
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● Plus one duck... The crew of Trenchant pose on the casing with their new mascot (on the right-hand side of the gangway if you're struggling to spot it)

Picture: LA(Phot) Shaun Barlow, FRPU West

A cut above

STANDING proudly on the casing of their boat the crew of HMS Trenchant celebrate completing all the checks needed to begin their imminent – and demanding – nine-month deployment.

One 5,000-tonne sleek, stealthy nuclear-powered hunter-killer. Check.

All sensors and systems fully functioning. Check.

One weapons compartment ready to be crammed with torpedoes and Tomahawk cruise missiles. Check.

One challenging period of Operational Sea Training completed. Check.

One hundred and thirty-four submariners (we counted them) raring to go. Check.

One yellow duck. Er, check.


Yes, if you look closely, you'll see the boat's Commanding Officer, Cdr Irvine Lindsay holding a bright rubber duck – the Trafalgar-class submarine's new mascot, donated by the Sea Cadets of Trenchant's affiliated Sea Cadet unit, TS Echo.

The youngsters haven't been the only visitors from Llanelli to look around the Devonport-based boat ahead of her deployment; the town's Royal Naval Association made the 200-mile journey from South-west Wales to tour the submarine and wish her crew well.

They carried out a very thorough inspection of Trenchant with the former stokers in the association particularly interested in the boat's impressive engine room.

With the visitors gone, Trenchant could turn her thoughts to her imminent deployment; she's due to take over from HMS Triumph as the Silent Service's permanent presence east of Suez, ready to respond to global events if needed, and supporting the wider international naval mission to keep sea lanes open to merchant traffic.

Before heading east for that nine-month tour of duty – the



Malaya..... 1944-45

Class: Trafalgar-class Fleet submarine
Pennant number: S91
Builder: Vickers, Barrow
Laid down: October 28 1985
Launched: November 3 1986
Commissioned: January 14 1989
Displacement: 5,300 tonnes (dived)
Length: 85.4m (280ft)
Beam: 9.8m (32ft)
Draught: 9.5m (31ft)
Speed: over 30kts dived
Complement: 130
Propulsion: 1 x Rolls Royce PWR1 nuclear reactor; 2 x GEC steam turbines; 2 x WH Allen turbo generators
Armament: Spearfish wire-guided torpedoes; Tomahawk Block IV cruise missiles

Battle Honours
Facts and figures

typical duration for a submarine's deployment to the Middle East and a good couple of months longer than their surface fleet counterparts – Trenchant slotted into a NATO exercise, Sharkhunt. Trenchant played the 'shark'... which meant she was the target of the Allied surface ships.

This will be Trenchant's first

deployment following a two-year refit which she completed in Devonport in the summer of 2011.

She arrived on the scene in November 1986 as the fifth of the seven-strong Trafalgar-class to join the Fleet.

Present at her launch that day in Barrow was Vice Admiral Sir Arthur Hezlet, the man who 40 years earlier wrote Trenchant's name large in the history books.

As the first commanding officer of the wartime submarine, the then lieutenant commander guided Trenchant through her trials then took her to the Far East.

Sir Arthur led Trenchant on seven patrols between July 1944 and July 1945 – where he and his boat proved to be the scourge of the Axis powers.

The submarine sank coasters, junks, sailing vessels, minesweepers, submarine chasers, put commandos ashore to blow up Japanese infrastructure, laid mines which subsequently claimed enemy shipping, launched human torpedo 'chariots', blew German submarine U859 in half off Malaya (marked by a swastika on her Jolly Roger) and, most famously, sank the cruiser Ashigara off Sumatra – not just eliminating the Japanese ship but the 1,600 troops she was ferrying to Singapore.

The boat remained in service post-war, unlike many fellow T-class submarines. She spent the bulk of the remainder of her career in the Mediterranean, finally being broken up in 1963.

The same fate also awaited the first HMS Trenchant, a modified R-class destroyer, commissioned into the RN in 1917.

Her active career was exceptionally brief. After service with the Grand Fleet, she spent a year as a tender to a receiving ship in Queenstown in southern Ireland (today Cobh) for a year, before being placed in reserve in 1922 and sent to the breaker's yard in 1928.



PHOTOGRAPHIC MEMORIES

ALL smiles from Jock Elliot, former Fleet Air Arm pilot, as he delivers the first de Havilland Sea Vixen to RNAS Yeovilton for evaluation by the Intensive Flying Trials Unit.

This month's 'lucky dip' into the Imperial War Museum's seemingly inexhaustible photographic archive takes us to the end of the 1950s – and the dawn of the missile era for the Fleet Air Arm.

Within eight months of the test pilot delivering the first aircraft to the Somerset airbase, the first operational Sea Vixen squadron was formed: 892, which stood up on July 2, 53 years ago this month.

It marked the culmination of a decade of seismic change in naval aviation: FAA squadrons began the 1950s with propeller-driven aircraft at their core, spearheaded by the wonderful Sea Fury.

Its days were numbered, for the first Fleet Air Arm jet fighter was already on the cusp of entering service: the Supermarine Attacker.

In a decade of breakneck progress, the naval air wing moved through a succession of jets, Sea Hawk, Sea Venom and Scimitar among them.

And every one of these aircraft, fine and innovative as they were, required the skill, dexterity and above all, the hunter's eye of the pilot to down a foe; the machine-gun or cannon was his weapon in aerial combat.

Not so the Sea Vixen – the first British naval fighter armed with air-to-air missiles.

The Admiralty had actually laid down its requirements for the aircraft which would eventually become the Sea Vixen just 18 months after the



end of WW2.

It was another five years before the prototype, the DH110, first took to the skies, cutting a distinctive sight over the UK courtesy of its twin boom tail and swept wings.

After a year's successful trials – including a dive when it broke the Sound Barrier, the first twin-engined aircraft in the world to do so – the prototype was demonstrated to the public at the 1952 Farnborough Air Show.

Before a crowd of some 120,000 spectators it broke apart in mid-air following a fast pass and turn. Both crew were killed – as were 29 members of the public on the ground.

The air show, astonishingly,

went on. And, following a redesign, so too did the DH110 project; the aircraft resumed trials in the summer of 1953.

By 1954, de Havilland test pilot Jock Elliot was carrying out 'touch and go' trials on the deck

of HMS Albion, and in 1956, the jet was stopped on the deck of a Royal Navy carrier, Ark Royal, for the first time courtesy of arrestor wires.

These successful trials convinced the Admiralty to invest in what would become the Sea Vixen (the name Pirate had been considered and, with hindsight, wisely dropped).

The investment proved to be a wise move.

From 1960 – when the jet deployed to sea for the first time with HMS Ark Royal – until the early 70s when the legendary F4 Phantom entered service, the aircraft was the Fleet Air Arm's primary fighter.

The heat-seeking Firestreak (and later its successor Red Top) was its primary weapon for air-to-air combat.

Instead of yards, the Sea Vixen would have to close to within four miles of its opponent (or more than seven with the later Red Top) before unleashing the missile, which would head towards its target at three times the speed of sound.

As well as Firestreak, the Sea Vixen FAW1 and later FAW2 – Fighter All-Weather – could carry rocket pods or 500lb bombs in a strike role.

Indeed, it was used extensively as a 'strike fighter' during the withdrawal from Empire and the 'small wars' of the 1960s, notably in the Middle East and east Africa.

Of the 140-plus Sea Vixens built, a dozen survive, but only one, in private hands, remains airworthy.

■ THIS photograph (A 34110) – and 9,999,999 others from a century of war and peace – can be viewed or purchased at www.iwmcollections.org.uk, by emailing photos@iwm.org.uk, or by phoning 0207 416 5333.

Blood and gore will save lives

THE sound of explosions and gunfire punches through the air as Junglies from the Commando Helicopter Force (CHF) come under attack as they attempt to recover an aircraft that has been hit by enemy fire.

This is one of the scenarios the Junglies have to contemplate and train for – a scenario that could have materialised for a number of engineers in 2009 when they recovered a Sea King helicopter from 846 Naval Air Squadron which had been hit by a Taliban rocket-propelled grenade.

Whilst there were no serious injuries sustained in the initial attack, it is in these scenarios that CHF aviators, engineers, and Royal Marines receive Team Medic Training.

The aim of the training is to ensure Junglies are able to provide immediate medical assistance to their comrades.

To achieve these demanding standards and to prepare for deployments to Afghanistan it is the responsibility of the CHF medical team, led by CPOMA Jim Hopkins, to provide a scenario that replicates an incident in theatre.

To make the training as realistic as possible, personnel had to treat

real amputee casualties.

"It brings a real sense of realism. The amputees certainly enhance the training we can give to our guys," said Jim.

"This is about eliminating the shock factor – the initial pregnant pause can make all the difference in saving a life."

So Merryfield, the satellite airfield to RNAS Yeovilton, the home of the Commando Helicopter Force, becomes an ersatz Afghanistan for the medics to face an imaginary Taliban.

The amputee actors are made up with gory imitation blood and have their missing limbs dressed up to resemble traumatic wounds.

"After the initial attack by the Taliban a cordon is put in place and the guys work fast to apply pressure to the femoral artery to stem initial bleeding," said CPO Hopkins.

"They then have to treat the injury and apply a tourniquet to control the circulation."

"On operations, each individual carries two tourniquets."

"This simple band was considered old-fashioned 20 years ago, but it is now back and is saving lives."

"When the guys take part in this training they have no idea what to expect. It's as real as we



● An assessor watches closely as a trainee deals with a battlefield 'casualty' who has lost part of a leg – a role played by an amputee actor

Picture: LA(Phot) Al Macleod

can make it."

Amputees in Action (AIA) is the UK's largest collection of trained professional amputee actors, and they use their personal trauma experience to enable graphic realism for military and emergency services training.

Nick Pool lost his right leg in an accident at sea when he was serving in the Navy.

He has been acting for five years.

"I really enjoy it," said Nick as he received a top-up of scarlet imitation blood.

"I see it as giving something back.

"As an ex-Navy lad I appreciate how useful this training will be."

"When I lost my leg the person who saved my life was reassuring and totally professional."

"The medics changed me from a gibbering wreck to being rather calm."

"I believe that saved my life."

The acting skills of the AIA are impressive – they each roll around, screaming and groaning as the Junglies attempt to calm them and apply emergency treatment to stop the haemorrhaging.

They certainly do not make it easy for the hard-pressed trainees, who are constantly being assessed

by the CHF medics.

If they fail to communicate with the actors they will drift into unconsciousness or panic and fight off those who are trying to treat them.

"The amputees can actually see things that we have missed," said LMA Joel Magory, who is assessing and training both sailors and Royal Marines.

"They are able to tell us what the treatment was like. The drill is all about saving lives."

"In combat it is more likely that the person who saves your life will be the person stood next to you as the medics could be further

back, so everyone needs to have these skills."

"There is an incredible survival rate in theatre, and that is down to the first initial treatment received in the field."

Lt John Ford, who was preparing to be deployed to Afghanistan for the first time, said: "Working on the amputees is something totally new."

"It is incredible how real it all feels."

"It may have been training, but when you are carrying out the drills and come face to face with the casualty, it certainly focuses your mind."

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Students of note

MUSIC is an elite profession where bluff doesn't really count for anything, writes Sarah Fletcher.

"You can't talk your way into the music business," said Professor Matt King, who teaches at the Royal Marines School of Music.

He added: "I don't care about letters after your name, or where you went to school."

"Can you play? You're only as good as your performance. Music is the ultimate meritocracy."

The Royal Marines Band Service is elite, and has a formidable reputation to maintain.

Its musicians and buglers are celebrated around the world for their skill and versatility, and (as *Navy News* reported in January, as we followed the first stage of their training) these men and women are not only musicians, but soldiers too.

They have the longest training in the Corps – 15 weeks learning infantry skills, followed by nearly three years of specialist musical training.

After passing competitive auditions to join the Band Service, their careers start at the School of Music in Portsmouth Naval Base.

The school, which moved from Deal in 1996, occupies the former detention quarters, a forbidding, red-brick Victorian building which still looks like a prison, surrounded by high walls, with barred windows, open landings and nets between the floors.

The first visual clue to its change of use is a splendid pair of metal gates at the entrance, with wrought-iron bass and treble clefs, and the audible clue is the sound of different instruments floating out from different practice rooms.

All in all, there's a cheerful feeling about the place, despite its grim façade, and the transition from prison to music school works superbly well because the former cells make ideal practice rooms.

Each of the 80 or so students has his or her own room, an undreamt-of luxury in most music colleges.

They practise for about six hours a day, and this discipline, allied to natural talent, gives them their almost legendary ability to play more than one instrument to a high level.

Prof King, a former Bandie who now plays with the Bournemouth Symphony Orchestra (BSO), teaches percussion at the school.

He said: "What's so impressive about this place is that you start off in a speculative way and end up by producing people who are serious musicians. Not some apology of a second-rate musician, but musicians of stature who stand up against the very best."

He added: "The whole military ethos and training is conducive to achieving a formidable standard. It's not an option. We tell them we will achieve it, and we will not change the height of the bar."

● Sean Hodge passed his drumming audition but was selected to play bugle



No-one can afford to slide."

Maj Jason Burcham, Director of Music (Training), said: "We look at training 33 recruits every year, looking specifically at certain instruments by working out where the gaps are going to be in the bands."

"Some instruments, especially very big or expensive ones such as bassoons, oboes and French horns, don't turn up at auditions often, so many students have to learn an instrument from scratch."

The Professor of Oboe is Peter Rendle, who has taught oboe and *cor anglais* at the school for 15 years.

All 17 Professors of Music employed by the Band Service are professional musicians with years of experience in performing and teaching – Peter retired from the BSO in May after 30 years.

At audition he has to estimate a young recruit's potential, even if they have never played the instrument before.

Prof Rendle explained: "Most of the players I audition don't play the oboe, so I test them on flute or clarinet or anything – I've had every instrument from tuba to bagpipes – and from that I have to say whether they would be a good training risk on oboe."

He added: "It's very difficult. You have to look at their playing skills and musicianship, then I give them an impromptu oboe lesson for about three minutes, to see if they can create a sound."

"It's also as basic as looking at the size of hands and teeth to make sure they're suited to the instrument. Then you have to make snap judgements – and it is a snap judgement, because an audition only lasts about 10-15 minutes."

He continued: "What's so interesting is that we have comparatively few who fall by the wayside. The key is the time they spend practising. They live within a framework of military discipline, and this framework is very useful."

He added: "When I was a

student at the Royal Academy of Music it was down to me how much practice I did, but for these youngsters it's a job and they are being paid and supported to do it."

The auditions for the school last five days and include physical tests in the gym, a timed 1.5 mile run, and a swimming assessment.

The musical part is a 40-minute aural test and a solo performance on at least one instrument, followed by an interview with the Director of Music Training and some of the instructors.

Major Burcham said: "People often ask us what grade you have to be to join the Band Service, but it's not as prescriptive as that, except for pianists."

"They need to be up to Grade 7 or 8, because it's the only instrument we can't teach from scratch – there's too much to learn."

He added: "Generally we're looking for people who can play and have a good ear and potential."

"We need a combination of qualities. Bandies need not only musical ability but the character, stamina and determination to join a military band with everything that implies."

He continued: "Luckily we tend to get the right calibre of entrants and the right number from which to select."

"They get through quite a long sifting process to get as far as an audition, and it seems to work – comparatively few don't make the grade."

Once the musicians join the school, they put down their instruments for 15 weeks during tough initial infantry training.

When they return to the school in January, their musical training begins in earnest. Each has a weekly lesson from their professor, followed up by the Band Service instructors, sergeants or colour sergeants.

Maj Burcham said: "At least once a week ensembles come together to rehearse, and parade band practices take place in the school's grounds, or within Portsmouth Naval Base."

"At every ensemble session, the instructors sit in, behind their own instrument sections, and provide help and direction."

As the young Bandies quickly discover, playing to the required standard is challenging enough, but learning to play and march is a skill of a different order.

Bandmaster WO2 Daryl Powell, Warrant Officer (Training) at the school, said: "The real trick is to march in a straight line and make sure dressing and drill are absolutely as they should be."

"Like everything else, it comes down to practice, but it takes some people longer than others. In the early days, the moment you throw in a drill movement the music drops because they're thinking about their feet."

He added: "It depends also which instrument you play. For a flautist the instrument is fairly light. For a bass player it's a different matter because you're playing and marching, which takes a lot of puff with a heavy instrument to carry around."

"Also, horn players march in a twisted position to the right, so

their feet and body face different directions."

The Bandies embrace every musical genre from military and orchestral to jazz and dance bands – a level of versatility that very few musicians can match, as Prof King points out.

He teaches snare drum, xylophone, marimba and timpani.

He said: "In Civvy Street percussionists specialise. If there's a piece of music with Latin percussion, they will hire those people in, but here the whole spectrum of percussion has to be mastered in two-and-a-half years, to diploma standard."

"The Marines boast that they're the most versatile percussionists in the music industry, because they play everything."

Young Bandies come from all sorts of backgrounds. They range in age from 16 to mid-20s, but at least a quarter of the 2011 intake were under 18 when they joined.

They are an exceptionally close-knit community and tend to live, work and socialise together.

Neill Dallas, who joined from school, said: "The people you're living with here basically become your family. This gives job security, new friends – in fact I'm very happy to be here rather than university."

"It wouldn't suit everyone, but if you can deal with the fact it's military and it's disciplined, it's a fantastic life."

For Neill, the band was a natural career choice. He led the flute section in his school orchestra in Northern Ireland, and played flute in a band with family members.

Neill, who now plays tenor saxophone, said: "I thought about joining the Armed Forces, then thought about a career in music."

"When the Royal Marines came to our school and did a workshop, I decided a career in music would be better because it's something I really enjoy."

It's also one of the few full-time careers open to musicians. Bugler Sean Hodge has a degree in music from Hertfordshire University, but was the only graduate from his year to find a job in the music industry.

Sean said: "Some of the guys here whinge about the job being hard, and don't get me wrong, it is, but they don't know what it's like on the other side, in Civvy Street."

He said: "I struggled a lot financially as a student, but here things are done for you – and you're not worrying about bills, and taking responsibility for your

● Bassoonist Kerry McDougall, 19, is also training to play the cymbals



● WO2 Daryl Powell, Warrant Officer (Training), on a landing at the Royal Marines School of Music



● Neill Dallas, 19, who now plays flute and tenor saxophone, was the leader of the flute section in his school orchestra.

room-mates.

"There's a lot on your plate but you're 100 per cent supported and have more of a sense of purpose. It's hard but you can just concentrate on this place and getting the job done."

He added: "When we first got back to the school after infantry training it was a bit of a shock. We were thinking it would ease up back at school, but they wanted to make us realise it was still training and not a walk in the park, so they hit us quite hard with kit musters, early morning runs and 'phys' to keep instilling the military way into us."

Sean passed his auditions playing drums, but was selected to learn the bugle.

He said: "I hadn't played the bugle before, or any other brass instrument, and the first time I picked up a bugle was in January."

"It was quite scary at first because most of the other buglers had done it before. I'm doing OK but I soon realised I had to put in more practice."

He added: "We practise all day and on some days I'll get frustrated with the bugle and feel I'm going backwards, so I play the drums more, other days I'll spend more time on the bugle."

"Drumming is hard but not

as technical as playing the bugle, which is why buglers have two years of training. The *embouchure* takes years to build."

Maj Burcham said: "The Royal Marines do their business over the hills and far away, and the band is the public face of the Corps."

"We can be anywhere. You can't get a Type 45 up the Leeds-Liverpool canal but you can get us."

He added: "The country likes military music and whilst a lot of the public question why we're there, I think most people like to see us out and about. We are very recognisable – they know who we are."

"The Royal Marines are associated with very high standards, and I like to think the same applies to us."

On Friday August 3 at 2pm the School will perform its biggest and most popular concert of the year at the Guildhall in Portsmouth.

The event includes music from the Big Band, the Orchestra, the Concert Band and Corps of Drums plus, in a spectacular finale, the entire School will fill the Guildhall Square when they perform the world-famous ceremony of Beating Retreat.

Tickets, starting at £10, are available from the Guildhall Box Office on 023 9282 4355, or see www.portsmouthguildhall.org.uk

■ The School of Music has kindly offered *Navy News* two VIP tickets to the Guildhall concert and Beating Retreat on Friday 3 August as a competition prize.

The winner will receive two front-row seats in the VIP section, free souvenir programmes, the chance to attend the VIP reception in the company of the Lord Mayor and Second Sea Lord, VIP seats for the Ceremony of Beating Retreat, and a photograph with the Drum Major.

To enter, just answer this question: *In what year did the Royal Marines School of Music relocate from Deal to Portsmouth?*

Entries must be received by Friday July 20. Correct entries will go into a prize draw to establish a winner.

Please send your entries to Royal Marines Band Competition, *Navy News*, Leviathan Block, HMS Nelson, Portsmouth PO1 3HH.

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Panther unleashed in Norfolk

AS TRAINING for Afghanistan goes, this was hard to beat.

In fact, the only difference between this and the real thing was the green fields full of sheep and the church spire in the distance.

40 Commando Royal Marines have been training for an upcoming deployment to Afghanistan at the STANTA – Stanford Training Area – facility near Thetford in Norfolk.

The training package – Exercise Pashtun Panther – is aimed at testing 40 Cdo's rifle companies on the skills that they have developed both collectively and individually over the 'Mission Specific Training' package to this point.

The training is extremely realistic, using large numbers of role-players in every capacity from market traders to Afghan National Army commanders.

With the coming deployment focusing on developing the capabilities of the Afghan National Security Forces, this element is crucial.

40 Cdo have to plan operations with their role-playing counterparts – all with the use of interpreters, as planning is done in either Pashtu or Dari.

The plan is then briefed by the Afghan commander and the operation given an Afghan lead.

This replicates all the tensions and difficulties that 40 Cdo will have to deal with in theatre.

Occasionally, things don't go as planned, or the Afghan role-players will change the plan unexpectedly, but that adds to the realism – the forthcoming tour will seek to assist the Afghan National Security Forces in finding their own solutions, not the ones that British forces would select.

L/Cpl Barry Tate said: "This has been a lot more realistic than anything that we have done yet, and it is a lot more realistic than other exercises I have done prior to other Herrick tours.

"It's been good."

Patrolling through an Afghan village, the green berets were surrounded by market traders trying to sell their wares.

One trader put real pressure on the patrol commander, repeatedly asking: "What use are you coming to the market if you are not going

to buy anything?"

The strain on the patrol commander's face was evident.

Other villagers were more friendly, one or two even kicking a football around with a Marine.

Shortly after the patrol had returned to their base, the Marines noted a change of atmosphere.

The game of football had ceased and the market had emptied.

The patrol base commander then received intelligence from the local chief of police that a number of suspected insurgents had been seen in a known insurgent safe house nearby.

The patrol base commander consulted with the local Afghan Uniform Police (AUP) commander to come up with a course of action.

On the back of this a joint patrol was sent out – with the AUP leading – to arrest the insurgents.

However, the patrol was engaged by an insurgent sniper, resulting in one British casualty.

The injured Royal was quickly extracted from the area, but not before the AUP commander had



● Members of a Quick Reaction Force evacuate an injured Afghan Nation Policeman – played by an actor – during Ex Pashtun Panther at Stanford Training Area in Norfolk

his say.

With the three scenarios – a firefight with insurgents, a wounded ISAF soldier and an irate AUP commander – all

happening concurrently, patrol commander Sgt Malcolm Perrot was given a stern test.

Afterwards Sgt Perrot said: "[The role-players] are realistic and they don't give too much away.

"Some of them take it very seriously and you don't know how far to go with them.

"They are quite authentic."

The medical training, in keeping with the rest of the exercise, was realistic and testing.

In one scenario the operations room received a report that a member of the AUP had been injured in an improvised explosive device (IED) strike.

The Quick Reaction Force (QRF) was sent out to extract the casualty to medical care.

On approaching the scene of the incident, the QRF were engaged with small arms fire by insurgents waiting in ambush.

Returning fire, the QRF were able to win the firefight then cleared a lane of IEDs so that the patrol medic could give medical aid.

● (Left) A member of 40 Cdo on patrol during Exercise Pashtun Panther; (right) a sergeant from 40 Cdo RM briefing his lads before a patrol during the exercise; (below) members of a 40 Cdo RM patrol remove an injured Vallon man from the field of fire during medical evacuation drills; (below left) Royals recover after a patrol

Pictures: LA(Phot) Rhys O'Leary

Speaking about the exercise, Royal Marines Medic L/Cpl Harry Robinson said: "This is one of the better exercises I have been on.

"I haven't got stuck in yet but the other medics have dealt with a few casualties.

"The Amputees in Action is the main asset – it brings it into reality rather than just going through the motions."

Amputees in Action is an agency which provides trained professional amputee actors for the film industry and for

emergency and military services training simulations.

The Commanding Officer of 40 Cdo, Lt Col Matt Jackson, said: "Having just returned from a reconnaissance of Afghanistan, the training that we have received in Norfolk is both relevant, challenging and realistic, and will better prepare us for our task.

"We have also had the opportunity to be able to use most of the vehicles and equipment that we will use when we are deployed, which is tangible progress."



Much ado
at Victory
Arena

THE Royal Navy Theatre Association (RNTA) is to stage its most ambitious project yet by performing an outdoor production of *Much Ado About Nothing* with the unique backdrop of HMS Victory.

The production, directed by Lt Cdr Philippa Sargent of HMS Collingwood's Theatre Company, sees all three of the Portsmouth-based theatre clubs joining forces for what promises to be a memorable spectacle.

Members of the RNTA got their first taste of what to expect in the spring when they attended a workshop run at Collingwood by the Royal Shakespeare Company and the Nuffield Theatre in Southampton.

Shakespeare's comedy of the courtship of two sets of lovers sees foul play finally overcome.

The two male protagonists are just back from battle – and in this version the vision is to make them Royal Marines returning from Afghanistan.

The play will be staged in the Starboard Arena in Portsmouth Historic Dockyard from July 18-21, starting at 7.30pm; tickets are £12 (£10 concessions) and include free parking.

See www.historicdockyard.co.uk/tickets for details – click on the Dockyard at Dusk tab.

Junior leaders vie for field gun title

THE race for the Brickwoods Trophy was not the only field gun contest staged by HMS Collingwood this summer.

With the dust barely settled from the RNRMC event (see p25), military and civilian teams took to the arena for the fifth running of the Junior Leaders competition.

The event is mainly for youths aged 18-25 who have recently joined the Forces or just begun apprenticeships with major commercial organisations, including Network Rail (the event sponsors) and BAE Systems.

The bird is the
word for Matt

A YEAR ago, after 18 years in the Navy, I joined the Royal Naval Birdwatching Society (RNBWS), writes POA(SE) Matt Birchett.

I realised that I should have joined years ago, for wildlife conservation is my passion – but the fact is I'd never even heard of the RNBWS, and now I hope to spread the word even wider.

In mid-April a dozen of us gathered at the bird observatory in the old lighthouse at Portland Bill.

Most of us were serving or ex-Navy – all ranks from admiral downwards – plus a couple of civilian doctors; anyone can be a member of RNBWS, by the way, as the only 'qualification' is an interest in birds at sea.

Portland was at its best – sparkling weather, and lots of birds coming in from the continent.

We saw nearly a hundred different species during the weekend, ranging from the tiny firecrest (smaller than a wren) to an exhausted short-eared owl that was mobbed by gulls as it



● POA(SE) Matt Birchett

attempted to land.

Most of the birds were on their way north from Africa and southern Europe to their breeding areas, and Portland Bill was their first stopping-off point in the UK – a good place for a rest and a feed.

Wildlife conservation dominates my life outside the Navy.

I hold a Schedule 1 Bird Licence from English Nature and the British Trust for Ornithology,

and am their representative for barn owls in the south-west.

My main area of responsibility is the Lizard Peninsula, which includes Predannack airfield, a satellite of Culdrose, and here I monitor barn owl nest boxes, look for suitable sites, and try to persuade the local farmers to create wild places for the birds.

I see a lot of wildlife in my day job too – I work for Flag Officer Sea Training (FOST) in Devonport, running the helicopter landing site at HMS Raleigh and the disaster training exercise (DISTEX) area at HMS Drake.

You wouldn't think it, but wildlife is fairly undisturbed here.

However, no-one monitors it in any way, so I am hoping RNBWS will come down for a field weekend and do a proper survey some time in the future.

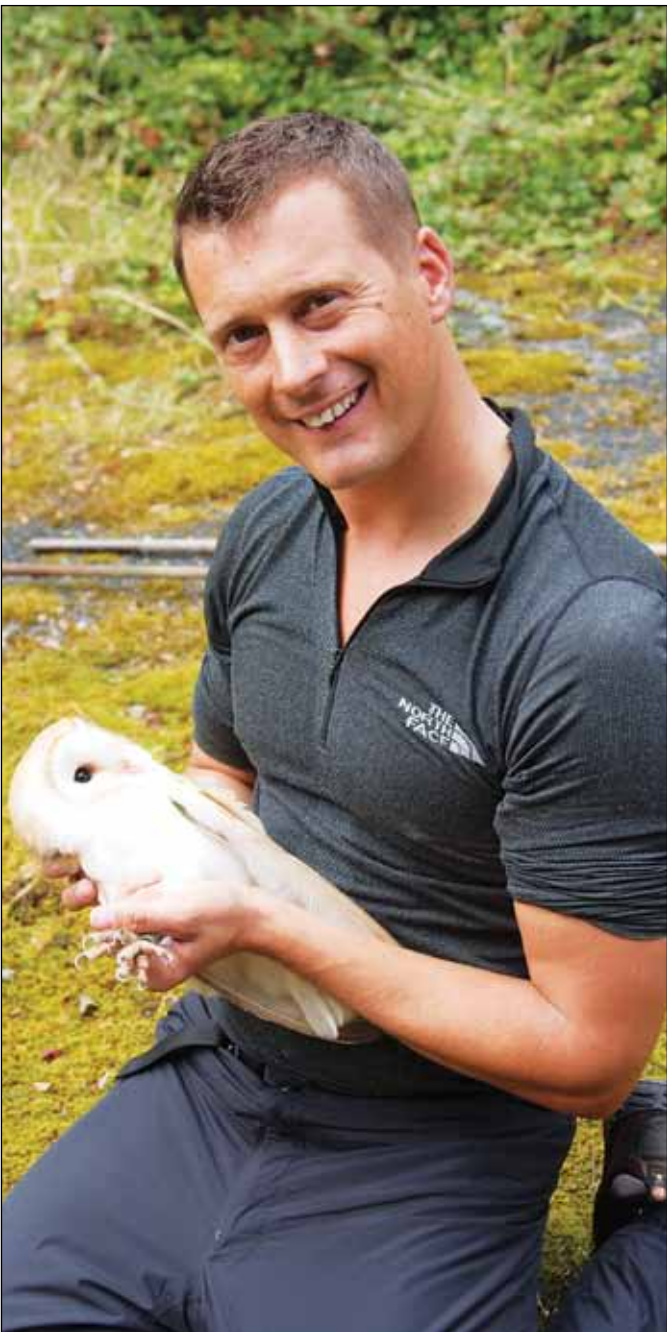
So you might say I am a bit of a bird fanatic, but you don't have to be quite so involved to enjoy birds.

Seagoers in particular can enjoy birdwatching courtesy of the RN, and once you have the bug you will find you get enormous pleasure from studying these fantastic creatures.

You will also have the satisfaction of knowing that your bird-sighting reports go onto a database which helps to indicate trends and identify problems in the bird world.

Thus, there is a serious purpose to all this – but most of all it is good fun.

If you are interested, I can be contacted at rmbirchett@btinternet.com
www.rnbws.org.uk



● Conservationist Matt Birchett with a barn owl



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Telling stories ...without words



la(phot) arron hoare
peregrine trophy winner



'life without limits' winner
la(phot) hamish burke
rn photographer of the year winner
maritime air award winner



WHEN confronted by stunning images from the Royal Navy's photographic branch on a daily basis as we are, it's easy to become a little blasé.

A Type 45 crashing through the Seven Seas. A lovely vertical of a 23 scything through the Indian Ocean. Moody Royal Marines storming a beach or moving through a compound. A T-boat silhouetted against the horizon at sunset. The RM Band looking mighty fine at a ceremony.

Yup, we've seen it all.

Except we haven't.

For the Peregrine Trophy Awards – the branch's very own Oscars (minus the golden Oscar. And Kodak Theater. And Billy Crystal as compere...) – never fails to impress with the quality and breadth of its imagery.

So after that introduction, let's hope the 2012 awards live up to the billing...

The awards – known affectionately as Peres (among numerous 'interesting' spellings, pronounced *peh-riz*...) – owe their name to HMS Peregrine, one-time home of the branch (before every current photographer was born).

And as befits the title, the **Peregrine Trophy** itself is 'top banana', the Champions' League title of naval photography, presented to the best of the best: the unit or section which submits the finest portfolio "of six prints (black and white and/or colour) of Service-related subjects".

The winning section in 2012 belongs to the Fleet's new ice patrol ship, HMS Protector. Or rather LA(Phot) Arron Hoare. Arron is the section. He's also a relative newcomer to the world of naval photography, training in the art in 2009 after six years in the communications branch.

Twelve months ago Arron's eye for fine imagery meant he was highly-commended in the 2011 awards...

...and a year later, his stunning imagery from Protector – used not just in these pages and the Royal Navy's website, but by newspapers and news agencies around the world – have earned him the ultimate accolade.

His Protector portfolio formed one of more than 400 submissions for this year's awards which landed in the

laps of expert judges Jeff Overs, Anthony Massey and Brenda Griffiths from the BBC, Roger Payne from *Digital SLR* magazine and Stewart Stanley of global photographic agency Getty Images.

After the Peregrine Trophy itself, the title of **Royal Navy Photographer of the Year** is the most coveted by any member of the branch (and even earns the tag RNPOTY in Navy News captions...).

It is a title this year bestowed upon former mine warfare specialist LA(Phot) Hamish Burke, who owes his interest in photography to an eight-month stint in Bahrain in 2006 supporting Britain's Gulf-based mine forces.

That led to shadowing the photographic section at Faslane and, in 2007, joining the branch outright.

Much of his five years as a full-time RN photographer have been spent alongside the men who proudly wear the green berets, notably as the brigade photographer during Operation Herrick 14.

His varied portfolio in theatre – ceremonial, hearts and minds and the business end of patrols – make him a very worthy RNPOTY.

But Hamish wasn't done there. His Helmand tour of duty also helped him bag the **Maritime Air Award** (sponsored by AgustaWestland), courtesy of a 'down 'n' dirty' shot of Royal Marines and 1 Rifles covering as a Merlin whips up flora in Afghanistan's green zone.

Just for good measure, he also took **Life Without Limits Award** (sponsored by Veritek Global). It is a relatively-new title, defined as "the best photograph of a member of the Royal Navy/Royal Marines undertaking their duties, whether undergoing training, on exercises or operations".

So pretty all-embracing, then. Last year it was a fun shot of two matelots 'paddling' during a pre-wetting session on one of Her Majesty's sleek grey messengers of death...

...this year, the judges went for ethereal and esoteric: marines of 30 Commando hunkered down on Mars-like terrain near Lashkar Gah while awaiting helicopter pick-up during their final assault of Operation Herrick 14.

The brigade was, as ever, excellently served during its final tour of duty of Helmand by

all three of its photographers, who shared the privations – and dangers – faced by the Royals on the front line.

45 Commando's LA(Phot) Andy Laidlaw's portfolio in Afghanistan with the Arbroath-based unit earned him the **Commandant General Royal Marines Prize** (sponsored by Calumet); of his submissions, we particularly like 'bedtime story around the camp fire' – actually a briefing for the men of 'Callsign 44', a detachment from Zulu Company living in a remote compound alongside a native family in the Zaborabad district.

Highly-commended by CGRM was PO(Phot) Emz Nolan based at the Commando Training Centre in Lymington.

LA(Phot) Dave Hillhouse's study of Cpl Spencer, Kilo Company, 42 Commando, cleaning his General Purpose Machine-Gun during a break between patrols in the Nad-e Ali North district was the image which most impressed the team here – of the *thousands* which cross our desks annually. Consequently, he wins the **Navy News Award** (sponsored by NSSL Global).

Away from the world of the green berets, LA(Phot) Kyle Heller was snapping (pun intended) at the heels of Hamish, highly commended (ie runner-up) in the Photographer of the Year category.

As a 'Fleet Sea' photographer Kyle and a small number of his colleagues deploy around the world with Royal Navy and Royal Fleet Auxiliary vessels on front-line duties, sometimes for an entire deployment, sometimes for a few weeks.

In Kyle's case he's done both in the past year: joining HMS Edinburgh for her South Atlantic tour of duty and then dropping in on Fort Victoria for her counter-piracy surge at the beginning of 2012.

And he's probably very glad he did.

His stint on Edinburgh resulted in the **Best Maritime Image** (sponsored by Fujifilm): a stunning vertical shot of the Fortress of the Sea cutting almost clinically through the Patagonian canals.

From calm seas to the troubled waters of the Indian Ocean, where one of Fort Vic's numerous busts of pirate action groups over the winter – in this instance a Yemeni fishing vessel hijacked by 13 Somalis... who were promptly arrested

la(phot) dave hillhouse





la(phot) andy laidlaw

cgrm prize winner

at gunpoint by Royal Marines Commandos – earned the leading hand the **Best Media Operations Image** (sponsored by Nikon).

All of the Navy photographers named above have passed through RAF Cosford, home (1) of lots of Crabs and (2) the Defence School of Photography (more about that overleaf...).

The portfolio produced by one of the school's most recent alumni, LA(Phot) Rob Gillies (currently serving with the photographic section at HMS Drake), meant he was named **Student of the Year** (sponsored

by Altered Images).

Sadly, we can't show you PO(Phot) Gaz Armes' winning entry as we're limited to stills... and Gaz took the **Video Production Award**.

The Peregrines aren't just for professionals; in recent years, matelots and Royals have been encouraged to submit their imagery.

In 2011, LA(SE) Brian Aitkenhead was named RN Amateur Photographer of the Year; 12 months on he's still taking winning pictures, this time the **RN Amateur Open** (sponsored by Lockheed Martin)

thanks to a very moody shot of HMS Montrose in Plymouth Sound.

Brian had to relinquish his **RN Amateur Photographer of the Year** title (sponsored by Lockheed Martin) to LA(SE) Darren Oswald, who's recently left HMS Liverpool. Darren's time on the Crazy Red Chicken proved to be eventful (one civil war off Libya...) and fruitful, certainly photographically. Thanks to his air branch credentials, the leading hand got airborne with the veteran destroyer's Lynx to take some impressive photographs, which

also helped him take the **RN Amateur Maritime Award** (sponsored by Lockheed Martin).

And finally, OC Joseph Smith picked up the Sea Cadet Award (he'll be featuring in a subsequent edition in our cadets' round-up).

Right, that's enough waffling from the team here. Enjoy the images – and if you want to see more, visit the Royal Navy website (www.royalnavy.mod.uk) where more winning photographs, as well as many other stunning shots which were submitted, have been uploaded.



la(se) darren oswald

amateur maritime photographer of the year

ouse

navy news winner



media operations winner

la(phot) kyle heller

best maritime image winner





la(phot) rob gillies
student of the year

Focus on the objective

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Well, to a point. "Anyone can take a photograph," says Lt Tony Leather, "but if you want to guarantee you'll get the right image, whatever the circumstances, whatever the conditions, you need a professional. That's the difference."

And he should know. For two decades he's photographed and recorded the actions of the Senior Service and today passes on that expertise to the next generation of Forces photographers at RAF Cosford alongside 40 other veteran lensmasters (sorry, running out of synonyms for photos...).

The men and women who pass through the Defence School of Photography are the photographic butter to our prosaic bread.

However much we wax lyrical and turn on the purple prose, most of our readers want to see stunning imagery of the RN and RM in action – from the business end of counter-piracy and Afghanistan to great ceremonial events like the Diamond Jubilee, all the way down to Lt Cdr Bloggs flying 5,000 hours or Sgt Smith cycling from Land's End to John O'Groats.

But the RN photographic branch doesn't exist to serve our needs, rather the needs of the Service. And not just to project an image of what sailors and commandos are doing.

The public face of naval photography accounts for a fraction of the job. At sea, there's a lot of intelligence gathering (which you'll not see in print for a good 30 years). There's engineering work to record (bit 'x' on the Lynx has sheared etc) which, again, you'll never see (and unless you're a big fan of nuts and bolts, probably wouldn't want to...).

And there's also the other side of the branch, the image analysts who pore over live, recorded and stills photography of global operations. And no, you're not likely to learn much more about them. But a bird of prey doesn't perch on your shoulder as seen in the RAF recruitment ad...

IT TAKES 28 weeks to turn a sailor (only leading hands or ABs recommended for promotion are eligible) into a Royal Navy photographer; the Service, rightly, believes it's crucial you get some experience as a sailor before changing branches.

Before being sent to Cosford, there's a week-long selection course to assess whether you have the potential for training.

If you have, then you'll be one of the seven or eight sailors or marines (the latter transfer to the dark blue world, but do keep their green berets) heading to Shropshire each year for the 'defence photographer' course.

The first half of the course is devoted to the mechanics of photography (light, apertures, some simple mathematics to cite a few examples) and image composition.

The second phase is dedicated to public relations, intelligence gathering (such as long-lens surveillance, producing panoramas of targets), capturing 'uncontrolled events' – where the photographer cannot intervene, such as sport, a riot, or a Royal visit; you have to be in the right place for the shot – there are no second chances.

"I don't care if you get wet – what matters is that the camera's ok... and you've got the picture," says instructor Gordon Allison, ten years as an Army photographer.

The course he and his colleagues – a mixture of serving and ex-military photographers from all three Forces – deliver is demanding; an equivalent offered in civvy street would probably run for two years, not six months.

"It is a very tough course, very challenging, but you leave with something to be proud of," says recently-qualified LA(Phot) Ben Shread.

"You find your outlook on the world is completely different. In the past, you'd go down a street and not give it a second thought. Now you're seeing images. You live, breathe and sleep photography."

There's not a few misconceptions about Royal Navy photographers. One. That the Navy has photographers – something not really understood beyond the Service. Two. It's an easy life. Turn up, click, click, off you go. Three. Their spelling and grammar can be a little suspect. (Well, sometimes...)

"People see you rock up, take a couple of pictures, that's it," says LA(Phot) Dan Rosenbaum, a former electronic warfare specialist who's recently qualified as a RN photographer.



"Taking the picture is 20 per cent of the job. People don't see the work that goes on behind closed doors."

Indeed. In a sense, taking the photograph is the easy (or easier) bit.

"What people don't see is that work that goes on behind the scenes – test images, recces, speaking to people," says Lt Leather.

And after the photograph is taken, caption writing, image processing and, if you're deployed, trying to send the shot back to the UK so the media can use it.

Wot no developing in the dark room? you ask.

Alas for traditionalists, shooting on film is no more (it's not even taught these days).

It does mean that photographers won't run out of film, but while the digital age brings many benefits – that instantaneous 'nowism' the 24-hour news media loves – it also brings pitfalls.

"It's important not to 'chimp'," says Gordon.

Chimp?

"Looking at the screen on the back of the camera and going: 'ooh, ooh, ooh.' If you're chimping there's a good chance you're missing what's going on."

So chimping is a no-no. So too digital manipulation – airbrushing, erasing objects, putting others in.

But the biggest no-on? Bad attitude. That group shot or cheque presentation might not get you on the cover of a magazine, but it's part and parcel of the job as much as ships crashing through the seas or commandos on patrol.

"You should never be above taking a picture," stresses PO(Phot) Amanda Reynolds, who instructs the art of news photography.

"Every photograph is important to someone – even if it's not you. That's the mentality you have to take into a job."

Right now that counts more than ever. The 2012 Peregrine Awards have taken place against a backdrop of seismic change for the branch – as with large swaths of the RN, it's taken a substantial hit under the defence review.

Those who remain stress the importance of the professional photograph for the benefit of the entire Senior Service.

"We're here for the sailors and marines, for the people on the front line, to provide a record of what they do, every day," says Lt Leather.

"Cameras, technology, equipment change. But the basics of photography don't. And nor have the photographers: the people coming through here are like those 20 years ago: they want to be out there, taking photos of the Navy and Royal Marines. They show a passion for professional photography."

IF YOU pass the basic course (nine out of ten would-be snappers do), you'll probably subsequently return to Cosford for two weeks to learn the art of media ops (taking photographs to meet the demands of news and PR) and, with the increasing requirement for video footage, a three-week 'electronic news gathering' course.

Video is an entirely different beast. For a start there's sound to consider, sometimes an interviewer to work with. You need lots of footage – which then has to be edited and transmitted.

"Where you might get four or five people turning up from the BBC, in the military you're the jack of all trades," explains Sgt Jon Bevan, video instructor.

"You do everything: the filming, production, editing, transmitting. And everything with filming takes more time, more equipment, more setting up."

Indeed the trainee cameramen and

women on the recent video course were averaging nine *hours*' work for one *minute*'s film...

"You easily work twice as hard and even longer hours than the stills photographers," says Jon. "But the rewards are immense – your footage can appear on the news or documentaries for years to come."

But then the same can be said of photography. That single moment in time. Robert Capa's blurry GI in the water at Omaha (or his falling soldier in the Spanish Civil War for that matter). The flag raising on Iwo Jima – or the Reichstag. Instantly recognisable. And probably more memorable than their moving image counterparts.

Royal Navy photographers have taken such images. From Gallipoli to the Falklands, right up to the present day.

Like the 'fix bayonets' shot of 42 Commando, used time and again by news outlets around the world. Or commandos crouching down after a Chinook has dropped them off. Ditto.

"You aspire to take that iconic image, the sort of shot that's used in ten, 20 years' time," says LA(Phot) Shread.

HAVING spent the past few hundred words extolling the virtues of photographers and the school... only one in six people passing through Cosford is actually a professional photographer.

The remainder of the 600 or so people trained there each year are ordinary sailors, soldiers and airmen who receive various instruction, chiefly with an eye on intelligence gathering.

Indeed, each ship in the Royal Navy has a 'ship's photographer' (Fleet Air Arm aircrew are also trained in the art) who goes through one week's training. The emphasis is on intelligence gathering, although once acknowledged as HMS So-and-So's photographer, you'll probably find getting tasked for all the PR jobs.

Which is what happened in Dan Rosenbaum's case.

"I did the intelligence course and thought: This is what I want to do," he says.

"I had a great time in my previous job – great people, great ships, but with this I've turned my hobby into my profession. I love it – and I still cannot believe it."

And he didn't even mention the fact that you get to tell an admiral what to do...



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Bear zips into Calliope

HOLDING aloft the Olympic Torch (right), explorer, adventurer and honorary Naval officer Bear Grylls celebrates zip-wiring across the Tyne into HMS Calliope on the latest stage of the flame's journey around the UK. A crowd of more than 20,000 watched as Bear, an honorary

Lieutenant Commander in the Royal Naval Reserve, raced down a 1,300ft wire from the Tyne Bridge into the Gateshead RNR unit seconds later. The north bank of Newcastle's great river was packed, although the adventurer conceded this was one stunt he was a little unsure about. "I was kind of worried about the torch going out but it stayed alight –

it was amazing," he enthused. "I am super-proud to have carried the torch." With the torch 'kissed' to the next carrier, Bear returned the next day to Calliope to join in a fitness session. Bear's honorary position allows him a 'home away from home' in any RNR unit, and his fellow Servicemen and women gave him a warm Tyneside welcome... with a stiff work-out (below).

Bear, along with reservists from Calliope and Royal Marines Reserve Tyne, was put through a warm-up routine by 31-year-old AB Elle Forrest, from Chester-le-Street. Her day job is as a project consultant for a software company, but she has been a reservist at Calliope since 2006 and has just completed her expedition leader course – she enjoyed the challenge of coming up with something energetic for such an active person, and was then delighted to hand over to Bear.

He took the assembled reservists outside to the parade ground and led a vigorous work out. There was no shortage of energy on show with Bear, the sailors and marines happy to sweat it out. Bear was welcomed to the unit by

CO Cdr Andrew Collier and many reservists and their families. "We were thoroughly delighted to welcome Lt Cdr Grylls to HMS Calliope," said Cdr Collier. "He is an honorary reservist and we were pleased to be able to offer him some hospitality in the North East. "In particular, we all enjoyed hearing about some of his adventures, and in return we hope that he has gone away knowing a lot more about HMS Calliope and the Maritime Reserve as a whole."

Bear added: "It has been a huge honour to become part of the Royal Naval Reserves and I was excited to be invited to visit the reservists at HMS Calliope. "I had a really tight schedule, but it was really important to me. "Having served in the Army and Special Forces, I remain a fiercely proud supporter of the dedication and commitment shown by all of the Armed Forces – full-time and reserve. "I thoroughly enjoyed AB Forrest's warm-up for my early morning fitness work-out and I, in turn, was able to add a BG element to it!

"It was great fun and I was made to feel like just another member of the unit – which is just the way I like it."

Kiss of the torches

THE act of passing the Olympic flame from one runner to another is termed the torch 'kiss' as the two torches are brought together.

At least one torch kiss turned out to be rather more than that when an ex-Royal Marine husband passed the flame on to his Maritime Reserve wife.

Royal Naval Reservist Cdr Jane Allen had the honour of carrying the Olympic flame in Torquay on Day Two of the 8,000-mile UK Olympic torch relay.

Cheered on by members of her Plymouth unit, HMS Vivid, her day was made even more special as it was Frank Allen, a former Royal Marines officer, who passed the flame to her torch.

The couple made time to share a kiss of their own before Jane headed off on her relay leg.

Believed to be the only married couple passing the flame from one to the other during the entire torch relay, each had been independently nominated and selected for this prestigious honour.

They both agreed that, although it was an amazing experience for them, it was an equally special day for everyone who came to watch the torch pass through Torbay.

Jane said: "For each of our relay legs we were both engulfed by a huge surge of excitement, goodwill and happiness offered by the thousands of people who'd come to take part in this historic event."

Picture: Torquill MacLeod



Picture: LA(Phot) Ben Sutton



Picture: LA(Phot) Paul Halliwell

Medal for medic

A RESERVIST doctor has been presented with an Operational Service Medal with Clasp in recognition of his work as a consultant physician to Camp Bastion hospital in Afghanistan last year.

Surg Cdr John Horsley, of HMS Eaglet in Liverpool, is a hospital-based consultant working for the Southport and Ormskirk Hospital NHS Trust in civilian life.

The medal was presented by Prince Michael of Kent, Honorary Rear Admiral of the RNR, who also presented PO Alex Haldane with a second Clasp to the Volunteer Reserve Service Medal, recognising 20 years of good conduct in the RNR, and Leading Hands Lisa Warbis and Rosina Hearn received Volunteer Reserve Service Medals for ten years of good conduct.

Back from Djibouti

A RESERVIST officer has been reflecting on a successful six-month stint helping to fight the menace of piracy off the coast of Somalia.

Business development manager Lt Mark Bannister was working with the European Union Naval Force in Djibouti on Operation Atalanta.

As Forward Logistics Site commander, Lt Bannister – a member of HMS Wildfire in Northwood since 2002 – led a small team of Royal Navy personnel in the multinational counter-piracy campaign.

"Working in a multinational environment was challenging

but very rewarding," said Lt Bannister.

"It was great to know I was contributing to improving international maritime security against piracy and armed robbery at sea as well as safeguarding the economic security of countries in the region."

The officer's action-packed Reservist career has included some time at sea in the Gulf on board survey ship HMS Enterprise.

He is also a trained Mountain Leader and has raced for the Royal Navy and Royal Marines Cycling Association.

Trio tackle marathon

THREE members of HMS President took part in this year's Virgin London Marathon.

OCs Oli Holland and Debbie Willis and AB Lauren Thomson all entered as individuals: Oli, in his first London marathon, ran for Help for Heroes; Debbie, in her fourth London Marathon, supported research into Ewing's Sarcoma, which claimed the life of her brother-in-law in 2010; and Lauren, on her first marathon, raised funds for Seafarers UK.

President reservists from London and the unit's Chatham Division joined submariners past and present to commemorate the 50th anniversary of the launching of HMS

Ocelot at Chatham – the last warship built for the Royal Navy at the Kent dockyard.

Ocelot marked the end of 400 years of shipbuilding at the yard, and a special Submariners Day included a commemorative service as well as a chance to explore the skills of the shipbuilders.

President's platoon was commanded by Lt Catherine Fearon RNR, Officer in Charge of the Medway Division, who said: "Events like this bring home how much history and Naval heritage we have here in Chatham."

"It was an honour being part of this special day and meeting so many inspirational veterans."

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George retires

A SENIOR rate from HMS Dalriada has called it a day after more than 33 years in the RNR.

CPO George McLeary joined up in November 1978 as a communications rating, and has spent most of his time with the Greenock unit, and as a New Entry instructor has taught thousands of RNR recruits from all over the UK, and also had a key role in Remembrance Sunday parades at Greenock's Well Park for many years.

One highlight of his career has been the many passing-out parades at HMS Raleigh for which he has helped to train thousands of sailors.

Colleagues at Dalriada held a retirement party for George at Navy Buildings in Greenock, where he was presented with a valedictory certificate by Guy Clark, the Lord Lieutenant of Renfrewshire, and his Diamond Jubilee Medal.

But George is not severing all ties with dark blue uniforms – he will still be devoting some of his time to the local Sea Cadet unit.



Picture: Trooper Mark Lamer RY

Reservists muster at Windsor

MARITIME Reservists from around the country took part in the various celebrations marking the Queen's Diamond Jubilee.

A platoon of 120 RNR and RMR personnel spent three days honing their parade ground skills at Longmoor Training Camp and Pirbright Barracks before taking their place in the 2,500-strong military muster at Windsor (above).

Among their numbers were LLog Carol Francis, of HMS Wildfire, LSEA Harrop of HMS Vivid and PO Cathy Gibbons, of

HMS Sherwood, who was also a member of the Royal Guard of Honour at the end of the Thames Diamond Jubilee River Pageant, and was joined by six of her Nottingham-based colleagues for the muster.

"Being part of the Royal Guard of Honour was fantastic and it was amazing to see so many members of the Royal Family – everyone was jubilant despite the poor weather," said Cathy.

An officer from HMS President, S/Lt Charlotte Dangerfield, had a

key role on the day – she was Second Guard Officer.

A team of rowers from Charlotte's unit were afloat rather than on parade, powering their traditional cutter, the Arthur Tisdall VC, down the Thames in the River Pageant itself (see centre pages).

And reservists have also been receiving the Queen's Diamond Jubilee Medals – HMS Dalriada, in Greenock, saw 35 members receive them, while two sailors also took part in the celebrations in London.

When you help us,
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Stand Easy bonanza



• PO Marc Williams (RFA) taking a real soaking

Raleigh makes a splash

Trainee sailors at HMS Raleigh have taken the opportunity to get their own back on their instructors during a charity soaking.

By special request nine instructors took a turn in the stocks and were bombarded with wet sponges by the trainees, who had paid for the pleasure raising £78.33 for the Royal Navy and Royal Marines Charity (RNRMC).

Petty Officer Paul Curry, who teaches within the Supply Chain Squadron of the Defence Maritime Logistics School, said: "Although I was completely soaked, overall it was a fun experience that also raised money for a worthy cause."

HMS Raleigh regularly raises money for the RNRMC and has also been the recipient of funding. Most recently the charity provided a generous donation to fund a climbing wall in the establishment's gymnasium and has also supported various sporting and adventurous training activities.



Planes across the HQ

THE RNRMC Stand Easy fundraising campaign kicked off in sporting fashion with a competition for the longest paper-plane flight at the Navy Command Headquarters in Leach Building.

There was also a cake sale, a raffle and a chance to hold the Olympic torch of Cdr Jane Allen, with the event well attended by members of the NCHQ and raising more than £700.

Pictured are flight-winner Alan Farmer, Lt West, Sub Lt Simon Makosz.



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All rigged up at JARIC

MEMBERS of the Royal Navy held a coffee and cake sale at the National Imagery Exploitation Centre at RAF Brampton to raise money for the RNRMC Stand Easy Campaign, or in Naval terms a 'wet and sticky' standeasy.

Ten Royal Navy staff wore various rigs to give an insight into Royal Naval life – a selection of which are on display in the picture above. Lt Rowntree made some Broadcasts or Pipes to welcome staff to the event and almost £200 was raised for the charity.

Organiser PO Alexandra Cave said: "It was a successful event and all were overwhelmed by the support given to the charity considering there are only ten 'matelots' within a three-hundred plus workforce."

Royal Naval participants included: Lt Cdr Mike Baily in White overalls; Lt Paul Rowntree in Cumberbund; Lt Dom Veal in the red suit and life jacket; CPO 'Jack' Russell; PO Pete Smith (not in photo); PO Dave Bunting (not in photo); PO Alexandra Cave in white shirt and shorts; LA(Phot) Chris Wenham in flying overalls; LA(Phot) Steve Johncock in Tropical No 1s; LA(Phot) Jenny Lodge in blue shirt and trousers.

Wet and wild at Yeovilton

LPT Joe Thornton proves that he is game for a laugh (left) and probably has a change of clothes waiting for him back in the office as he takes one right in the mush.

Joe volunteered to be the target in the 'Splat Clubz' event at RNAS Yeovilton in Somerset, where air station personnel were encouraged to hurl a water bomb at the PTI in custom-made stocks for a small fee for charity.

"Lt Becky Curtis and I came up with the idea. We got as many people involved as possible and collected about £25-£30," said Joe.



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WE NEED VOLUNTEERS

THERE are events taking place around the country throughout the year – and at each of these we need people to support them.

Perhaps you don't have time to set up a fundraising event yourself, but you can still help us by volunteering an hour or two of your time.

If you think you can spare some time to help, wherever you are, please get in touch with us on: fundraising@rnrmc.org.uk

UPCOMING EVENTS



PORTSMOUTH AIR FESTIVAL
The inaugural Portsmouth Air Festival takes place on Southsea Common on August 18, and is a celebration of the men and women of the Armed Forces: www.portsmouthairfestival.co.uk

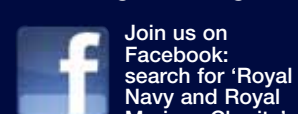


THE ROYAL EDINBURGH MILITARY TATTOO
On August 3-25, Edinburgh once again hosts one of the world's most spectacular entertainment events as the Royal Edinburgh Military Tattoo draws together a host of creative talent from four continents to pay sparkling tribute to Queen Elizabeth's Diamond Jubilee: www.edintattoo.co.uk



BOURNEMOUTH AIR FESTIVAL
A four-day spectacular at Bournemouth on August 30 to September 2 featuring beach assaults, military fast jets, parachute display teams and Naval ships: www.bournemouthair.co.uk

CONTACT US
Royal Navy and Royal Marines Charity
Building 29, HMS Excellent
Whale Island
Portsmouth
Hampshire PO2 8ER
fundraising@rnrmc.org.uk



www.rnrmc.org.uk

Let's double our sign-ups

THE numbers are on the up – but you know we like a challenge, so let's get more more.

As you know from last month's Navy News we now have over a third of the Naval Service signed up for payroll giving.

This is undoubtedly a fantastic achievement – but that means there is still a large proportion of you out there who haven't yet signed up.

Please don't think us greedy; just passionate to do the best we can for the Naval service and its extended family. As they say "Once Navy, always Navy", and from the moment you walked through the gateway of that RN or RM training base you are now part of this extended Naval family.

The RNRMC is here to support people in the Service, veterans, families and the bereaved – we are absolutely committed to improving the quality of life for people connected to this great Naval service.

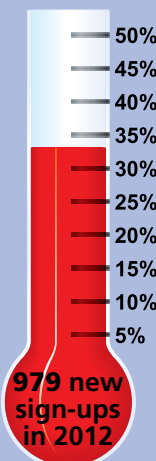
Help us to help you and thousands like you – sign up today.

For further information or to arrange a 40-minute presentation contact Dean Rogers (pictured right), our payroll giving manager, using any of the methods below:

Dean Rogers
Payroll Giving Manager
dean.rogers@rnrmc.org.uk
Tel: 023 9254 8155
Mob: 07714 306178

Starting from September and running through to January 2013 we will be running a competition to reward the maximum percentage increase in take-up in establishments, ships, submarines and air stations, with five prizes up for grabs in this competition; each of the winners will receive £1,000 for their welfare funds.

The winners will be presented with the funds in March at a ceremony in HMS Collingwood.





Best buddies

THE difference is this time, we've been invited...

Thus joked the head of the Royal Navy alongside his American counterpart in the city which gave the United States their national anthem in the wake of the last time the two nations went to war.

Baltimore was the latest city to commemorate the bicentenary of the War of 1812.

It was also the latest port of call for RFA Argus, edging her way down the Eastern Seaboard of the United States where she's been celebrating the common bond between the two nations – and navies.

The bicentennial of the conflict is a massive event across the Pond.

HMS Montrose helped kick off proceedings earlier this year with the inaugural 1812 commemorative gathering of ships in New Orleans.

Now aviation training and casualty receiving ship Argus has assumed the mantle ahead of her work in the Caribbean with the hurricane season looming.

After attending the 25th annual Fleet Week in New York – an old favourite for visiting RN vessels, but this year it also had an early-19th-Century twist – the auxiliary made for the world's largest naval base.

Argus was one of scores of warships, sailing vessels and other craft which spent six days in Norfolk, Virginia, for a massive waterfront and seaborne festival.

An estimated 1.5 million people descended on the Hampton Roads and Chesapeake Bay area to watch festivities, which included parades of sail, and look around visiting vessels at the latest Op Sail 2012.

Personnel from Argus – who include not just her regular RFA and Royal Navy contingent, but also a Lynx flight from 815 Naval Air Squadron and a 30-strong disaster relief team drawn from MASF at Culdrose, ready for the hurricane season – took part in festivities aboard the 28,000-tonne ship and ashore.

Events aboard included Diamond Jubilee celebrations (such as a ceremonial sunset), while on land her Royal Navy contingent joined in a sunset parade which ended with a hugely-impressive 15-minute drill demonstration by the US Marine Corps at Norfolk's Town Point Park.

Not to be outdone, her RFA crew flew the flag for the Service's culinary branch: chefs CPO(Cook) Matt Rowberry and LH(Cook) Adam Syrett were the British competitors at an international cook-off.

Joined by local chef Tory Camacho from the Culinary Institute of Virginia, the trio were given a basket of the finest Virginian fare – plus the best British ingredients from the ship's pantry. Troy was particularly impressed by the invention shown by the RFA cooks "putting a British spin on locally-sourced produce".

The result? A starter of steamed sea bass, parsnip chips and white wine oyster and cream reduction; a main course of poached chicken breast stuffed with Scottish haggis, ham and potato hash, braised red cabbage and a black pudding faggot. And for dessert: pickled rhubarb and ginger on a shortbread base with oat crumble and *crème anglaise* and rhubarb *jus*.

Which sounds fabulous. Or as one of the judges put it: Team Argus "was by far the best menu and presentation".

Unfortunately his fellow judges outvoted him – there was just half a point separating the top two in the five-ship cook off... and the chefs of Denmark's HDMS Esbern Snare edged out the Brits.

"We were robbed," said a despondent Matt, from Ross-on-Wye. "We thought the clean plates were a good indication of our success. To have missed out on the final by half a point..."

His shipmate Adam from Hastings added: "I really enjoy the challenge of competitions and we stuck to the parameters set by the

hosts. Unfortunately, the reindeer steaks used were too good."

So that's a top tip for next time...

The 1812 conflict (it actually continued until 1815) is often hailed by the Americans as a victory – although a 'draw' would be a more accurate description. More importantly, the war's end laid the foundations for two centuries of ever-closer ties between London and Washington.

That was something First Sea Lord Admiral Sir Mark Stanhope and America's Admiral Jonathon Greenert, Chief of the Naval Staff, stressed aboard Argus when they visited the ship in Baltimore.

"The truth of the outcome of the war of 1812-15 was the lessons learned by us both; enduring lessons of common purpose, common understandings and common realities of life," said Admiral Stanhope.

"Principally we learned that you work better together than you do separately and that's a piece of business that we have maintained really quite solidly between us – more particularly over the last hundred years."

Two hundred years ago the Royal Navy – then the dominant naval power on the Seven Seas – spent three days trying to assault Baltimore, before withdrawing.

At the crux of the 1814 battle was the siege of Fort McHenry, subjected to a 25-hour bombardment from the guns of the Royal Navy.

More than 1,500 cannonballs battered the bastion, but failed to knock out the fort – or subdue its garrison. The morning after the bombardment, an over-sized stars and stripes flag was raised to replace the tattered flag flown during the battle – providing the image for the anthem.

Admiral Greenert said: "What makes this special is it's in Baltimore, the birth place of our national anthem and we are here now with someone who at one

time was our enemy but is now our closest ally and has been our closest ally through many, many difficult times and even today in the Middle East."

He continued: "We have learnt that sailors who can innovate and who are dedicated and feel confident and proficient in their work can be quite effective."

"Strategically we have learnt that you have to have a strong navy. You have to have a navy that is willing and able to project power and that can give the leader of your nation some options."

The First Sea Lord added: "Strong navies underpin strong economies is the line I have used quite a bit – you cannot trade in this ever increasingly international world of ours without making sure the sea lines of communication make it free and easy for you to do so."

"The freedom of the seas should be like the freedom of the streets."

RFA Argus was one of 14 naval vessels and 20 sailing ships which sailed up Chesapeake Bay and the Patapsco River into one of the USA's great ports for the six-day 'Star Spangled Sailabration' (yes, really).

They were invited to partake in events ashore from parades and formal ceremonies to the fun stuff such as guests of the Baltimore Orioles baseball team and a 'soccer' tournament, which saw Argus see off a challenge from the destroyer USS Donald Cook 3-1.

"The events that have been laid down for us have been amazing," said LMA Dean Keating. "Everyone has welcomed us with open arms."

Everyone being an estimated one million visitors...

Away from things ceremonial, the ship has been training with the US Navy; two helicopters from HSC-2 squadron flew from NAS Norfolk to meet the ship off the Eastern Seaboard and conducted a series of landings – a precursor to further training with American helicopters later in Argus' deployment.



pictures: po(phot) paul punter, frpu east



● The Portsmouth Naval Base team set off on their final – and title-winning – run at HMS Collingwood

Pictures: Keith Woodland (HMS Collingwood)

Pompey power to field gun title

FIELD gunners representing Portsmouth Naval Base saved their best till last at the annual competition – and reclaimed the title from last year's winners.

This year's rebranded event – now known as the Royal Navy and Royal Marines Charity (RNRMC) Field Gun Competition – saw 22 teams head to HMS Collingwood from across the UK and beyond (Gibraltar and Naples were both represented).

Although the establishment's annual public open day was cancelled because of fears over ground conditions following heavy rain, the gunners went head-to-head for the Brickwoods Trophy in front of around 1,500 families, friends and base personnel.

The event harks back to the herculean efforts of a Naval brigade which dragged heavy, improvised field guns across 200 miles of rough terrain from Durban to help lift the siege of Ladysmith in the Second Boer War in 1899.

The Command competition, a perennial Royal Tournament favourite, featured teams racing over obstacles, but the Brickwoods version – which dates from the same time – is run on the flat with no chasms or walls.

The run-up to the event saw teams refining their drills and, shortly before the big day, taking delivery of their 12pdr gun to hone tactics.

HMS Collingwood's two teams warmed up with a challenge between their A and B crews, watched by some of their rivals who had arrived at the Fareham establishment to prepare for the contest – for the record, the A team proved superior.

The Italian crew was not just in the UK hunting glory for NATO.

Members of the Allied Joint Force Commands of Naples – a joint and multinational crew – worked hard to raise the profile of



● Portsmouth's Number 1 Trainer CPO Clayton Patilla is told the final placings

the RNRMC.

On arrival in Portsmouth they visited HMS Victory, accompanied by Hilary Jukes of the RNRMC – the first time many had seen the iconic man o'war.

Maj Bruce Foster RM, the crew's coach, said: "We're running in our forebears' footprint."

"Because we are a NATO team we are stronger together. It's all about high performance teams and leadership."

The team hails from the command centre in Italy which has been responsible for NATO's southern flank since 1954.

Naples could not enter a team last year as too many personnel were involved in Operation Unified Protector off Libya.

But they were there this time round with a team including members of the Royal Navy, Royal Marines, Army, RAF and NATO colleagues – the captain of the team was a Frenchman named Patrick.

Defending champions HMS Heron travelled from Yeovilton full of confidence, their training having finished with the airmen clocking their fastest time ever on their home track.

Pitching up with their gun and limber – with a combined weight of nearly a ton – the 18-strong Heron crew quickly set out their stall by dominating their heat and recording a near-perfect set of figures over the 100-yard course.

Each crew completes seven competitive runs against their rivals, with the best six counting.

With an overall time of 8min 7.45sec Heron took the Powersport Cup for the best aggregate time, and also secured the Penalties Cup with no blots on their copybook.

They picked up a third prize by taking the Fleet Air Arm Trophy, beating HMS Seahawk from RNAS Culdrose.

Close behind Heron were Portsmouth, followed by Excellent, Bulwark, Sultan A, Seahawk, REME, Devonport, Collingwood A, Gibraltar, Neptune, BRNC, Abbey Wood, Cosford, Maritime Reserves, Sultan B, Collingwood B, MCTC Colchester, DMSTG, Raleigh, Northwood and Naples.

But when it came to the final Portsmouth pulled out all the stops and recorded the fastest time of the day – 1 min 19.88 sec, with no penalties – to take the Brickwoods Trophy and the Powerful Cup for the fastest run.

Excellent came in third, followed by Bulwark, Seahawk and Sultan A.

Winning trainer CPO Clayton Patilla – Portsmouth born and bred – said: "Words can't describe how we feel."

"Two guys in our crew are leaving the Navy this year – what a way to go out!"

"To do what we've done is breathtaking – it all came slowly together, and we ran our best time in the final."

Guest of Honour for the event, Second Sea Lord Vice Admiral Sir Charles Montgomery, congratulated the crews on their efforts on a hot day.

Other winners were: Silver Jubilee Cup (Plate 1 winners): REME; Sports Lottery Cup (Plate 2 winners): Collingwood B; Plate 3 winners: DMSTG; Microsoft Trainers Trophy: Portsmouth; Defence Trophy: REME; Devonport Command Trophy: Devonport; Portsmouth Command Trophy: Portsmouth; Scotland Command Trophy: Neptune; Fleet Trophy: Bulwark; Roaring Meg Trophy: Collingwood B; Endeavour Cup: MCTC.



● Portsmouth vice captain Lt Cdr Jules Stevenson (left) and team-mates celebrate after the final run



● HMS Collingwood's A Team in action during the competition

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Long to

WELL, it wouldn't be an historic national event if the capricious British weather didn't play its part.

But were we downhearted?

Of course not.

A bit damp, perhaps.

Well, soaked.

Anyway, in the true spirit of the occasion, it's the taking part that counts.

And take part the men and women of the Royal Navy did. In numbers. In London. On the Thames. In Portsmouth. In the Gulf. In the USA. At Raleigh. In the Indian Ocean.

We'll begin on the Thames and the afternoon of Sunday June 3. The Thames Diamond Jubilee River Pageant resurrected an idea not witnessed by Londoners in centuries.

Some 1,000 vessels responded to the clarion call to take part, among them a sizeable Senior

Service contingent clustered around the Royal Barge, Spirit of Chartwell, providing the Guard of Honour.

Having practised on the Dart - with a local pleasure cruiser standing in for the Queen's vessel - the force began to gather around the Royal Barge near Albert Bridge, after the colourful flotilla of rowing boats, canoes, dragon boats, skiffs and the like had passed.

Among the craft in the 'manpower' section of the pageant, HMS President's cutter, Arthur Tisdall VC (named for the young officer who performed heroics in the Gallipoli landings).

To partake, despite the rain and the physical exertion of propelling the boat seven miles down London's great artery, was a chance not to be missed, said reservist Lt Tony Scott.

"Flying the White Ensign in the middle of the Thames was a once-in-a-lifetime opportunity.

"The atmosphere was absolutely superb, it was so well organised and even when the heavens opened there was nothing that could dampen our spirits."

The Guard of Honour was provided by P2000 patrol boats HMS Trumpeter and Ranger, two picket boats from Britannia Royal Naval College in Dartmouth, a couple of RIBs from HMS Diamond, and four Offshore Raiding Craft from 539 Assault Squadron Royal Marines.

They sailed not only under the White Ensign, but also the Pageant Flag - a special standard created for the occasion and flown by all participants on the river in various forms (depending on the size of the craft).

To colour was added sound. There was the wonderful floating belfry, chiming the eight Royal Jubilee Bells, as it made its way downstream at the very head of the hundreds of boats.

pictures: po(photo) terry seward and la(photo) gaz weatherston, dean nixon, simmo simpson and ben sutton



Diamond over US

And on the Spirit of Chartwell, six Royal Marines buglers from Her Majesty's Plymouth Band acted as herald trumpeters by sounding a fanfare as the Royal party arrived and again each time the Royal Barge passed under one of the Thames' many bridges – 14 crossings in all.

"I'm extremely proud to have taken part in the pageant," said senior bugler Band Sgt Sean Donoghue.

"It's an honour and I'd say the pinnacle of my career."

He and his five comrades were not the sole Royal Marines Band presence on the Thames, for one of the ten music barges in the seemingly-endless procession of boats was home to the Corps' world-famous musicians.

The television commentators rather focused on the very sodden Royal College of Music Chamber Choir performing on the final vessel in the flotilla. It was no less wet for the musicians of

the Massed Bands of HM Royal Marines on the rather-exposed upper deck of the Valulla.

*But with a stout vessel and crew
We'll say, let the storm
come down...*

Yes, they did indeed perform *A Life on the Ocean Wave*...

There was sound too from the decks of HMS Belfast, the throaty cheers of young and old as RN veterans and Sea Cadets piped the Queen and Duke of Edinburgh and members of the Royal family, offered three cheers and saluted with their caps.

Just a few yards beyond the wartime cruiser and the bascules of Tower Bridge, the Queen and the rest of the Royal party disembarked and were escorted by the First Sea Lord, Sir Mark Stanhope to the RN's regional headquarters, HMS President, where minehunter HMS Hurworth was also berthed for jubilee proceedings.

Reserves formed a Guard of Honour to receive Her Majesty, presenting the Queen's Colour of the RNR in her presence for the first time since it was awarded to them the year following her Golden Jubilee.

From President the Royal entourage watched the remainder of the flotilla pass, taking the salute; Royal Navy official umbrellas proved very useful...

Indeed, by now the weather was truly foul – so foul that the Fleet Air Arm flypast, due to help close proceedings, was called off (so low was the cloud that it devoured a good half of Europe's tallest building, the 1,030ft Shard, which now caps the London skyline).

Which is a great shame, for the Diamond formation – three front-line Merlins, four Lynx and two Sea Kings – led by a Swordfish torpedo bomber from the RN Historic Flight were all raring to take off from the tarmac at Biggin Hill, their forward staging ground for the occasion. (So inclement was the weather that just to get to the Kent airfield, the 847 Lynx due to participate groped its way up the Channel from Yeovilton – the weather over the land was just too bad).

Still, there was only an audience one and a half million strong waiting for them. Oh well.

So it was left to fireworks on the upper span of Tower Bridge to provide the final flourish – and colour – to growing murk descending on the capital.

IF YOU did want to see a Fleet Air Arm Diamond Jubilee flypast, then the place to be was Portsmouth Harbour two days earlier.

Two Lynx and two Merlin throbbed over the entrance to the Navy's Hampshire natural haven as, appropriately enough, HMS Diamond sailed in.

She did so following P2000s Raider and Blazer and with a 21-gun salute resounding from her upper deck – to which a similar gun at Fort Blockhouse responded in kind.

The ceremonial entry – the curtain-raiser to five days of national jubilee events – was witnessed by hundreds of people who lined both shores of the harbour to catch sight (and sound) of the rare occasion.

They saw, and heard, all the efforts of PO Dickie Davies and his ceremonial team come to fruition.

"Being a staunch royalist I was honoured at having a key part to play in the ship's entry to Portsmouth," said Dickie.

"It was a proud day for all servicemen involved and being on HMS Diamond was the icing on the cake."

With the helicopters (flying in Diamond formation, naturally) gone, Diamond berthed in Portsmouth for a street party (well, deck and hangar party really) for ship's company and guests from affiliated cities of Aberdeen and Coventry, washed down with a specially-created jubilee cocktail featuring Navy rum, apple juice, lime juice and Kings Ginger liqueur.

There were similar celebrations aboard HMS Daring... 3,000 miles away... in glorious sunshine.

Capt Guy Robinson presented Diamond Jubilee medals to more than half his ship's company – 126 souls out of the 200 or so aboard – before joining shipmates in a street party on the destroyer's sweeping flight

deck in the northern Arabian Sea.

With stomachs filled and tables and chairs packed away, the deck then hosted a village fête with numerous stalls and attractions raising money for the Royal Navy & Royal Marines Charity.

Sailors and marines could throw sponges at 'volunteers' in the stocks (among the latter, executive officer Lt Cdr Rob Steadman), have a go at 'name the bear', a rubber duck race, bash the rat and a coconut shy to name but a few.

The ship's galley pulled out the stops (in addition to the food at the party) with the chefs making a large selection of scones, cakes and pasties which were sold throughout the event.

The celebrations concluded with a United Services tin gift from Fortnum and Masons, which every member of the ship's company received, and a horse racing night which continued to raise funds for the ship's chosen charity. In all, proceedings raised £1550.20 – or nearly £8 donated for each person aboard.

"Being able to take some time out during our hectic programme to celebrate the Queen reaching such a fantastic milestone was brilliant," said AB(Sea) Jonathan Crawley.

"Marking the 60 years of constant service by Her Majesty with an occasion like this will mean we will all remember the Diamond Jubilee, even though we are all digging out on deployment."

"At times like this, our thoughts always return to those at home." Flight decks have uses beyond stalls, fêtes and street parties.

They can also be used for spelling.

E I I R for example.

You can do it on a big ship. Say HMS Illustrious.

Or a frigate. Like HMS Westminster.

You can even do it on the parade ground at HMS Raleigh.

Or, if you don't fancy standing

exposed to the elements, you can do it in your mess deck (à la RFA Argus).

It is a long-standing tradition for the military to form up for big events and spell out their recognition of the occasion.

And it's typically been something for the big ships – which have the man (and woman) power to do so.

Lusty's crew (bolstered by members of 656 Squadron Army Air Corps and the Fleet Air Arm's Commando Helicopter Force) did so as the carrier returned from exercises in Scotland.

Not to be outdone, however, HMS Westminster put her two sea boats in the water, her 829 NAS Merlin in the air, and her sailors and Royal Marines boarding party of 43 Commando Fleet Protection Group on the flight deck in the Indian Ocean.

St Albans did the same somewhere between Reykjavik and Hamburg (minus Royal Marines and sea boats).

As did HMS Raleigh. Minus Type 23 or sea. Or Merlin for that matter. A Cornwall Fire and Rescue aerial ladder platform lifted up the photographers to a height of some 30 metres above the tarmac...

...and brought them back down safely when it was all over...

Now RFA Argus does possess a flight deck – a good-sized one at that, regularly used by the Fleet Air Arm to train its helicopter crews.

But the humanitarian and disaster relief team from Maritime Aviation Support Force – ready to help out in the Caribbean should a hurricane strike – preferred to deck out their mess for the Queen's Diamond Jubilee brew up while watching proceedings on the telly.

Big as Argus is, you can't spell out E I I R in a mess. Not in human form.

But what could be more British than a Mars bar?

So at stand easy, the slabs of chocolate were arranged and the MASF team raised a toast.

There's now just a little bit of the R left.

Well, Her Majesty wouldn't want her sailors to go hungry on her big day, now, would she...

Sea Cadets play their part in pageant, page 48



My rights to rites

WHEN I die, I hope my family don't rob me of my rights.

I've served my country, albeit only a dogwatch (according to some old salts) joining the Royal Navy in 1963 from school at 16 and at 17 was out the far flung when the Malaysian campaign was on.

I play the bugle for the RNA, the Malaya Vets and the Italy Star Association, and I am also called upon by the undertaker for military funerals and other Naval Associations.

It's nice when a family asks for the *Last Post* and *Reveille* and have the Union Flag draped over the coffin.

It annoys me immensely when they say 'no' as they think it will be 'too upsetting,' well, I'm sorry, get upset, that's what it's all about!

The person who has passed over has done their bit for Queen or King and country, please let them have their entitlement.

I had an ex-Commander ask me at a Trafalgar Night dinner to play at his funeral as he had been told he didn't have long.

When he died his daughter went against his wishes on the grounds that it was 'too upsetting' – totally against the deceased's wishes.

I'm not a big fan of the Americans, but at least they do it with feeling and ceremony.

– Tony Crisp, Waterlooville

Ganges boys

I DID not recognise myself on G H Knott's Ganges annexe photo (June).

However, I have a strikingly similar photo from my time in the annexe on March 16 1953.

It must have been the same photographer as the line-up and postures are identical.

My first memories are of the smell of the central main galley (CMG) and seeing lorryloads of exhausted 15-year-olds coming back in the evening from sandbagging flood defences along the coast.

I don't think the floods had anything to do with the Kron Prinz Frederik capsizing alongside in Harwich, just across the river from us.

I was in Benbow Division and we won the field gun competition that year. I often wonder what happened to the lovely brass fieldgun and limber trophy?

It must have made an impression on me as I ran in the last Chatham crew in 1960 (brilliant) also in Devonport's 1963 crew.

– Ron Guthrie

Thrice happy Fleetwood

THE June edition included a story about CPO Brian Diamond, serving in HMS Diamond, receiving his Diamond Jubilee medal (*p.16*).

It reminded me of just such a coincidence.

In the 1950s, I was serving aboard HMS Fleetwood (the happiest ship in the Royal Navy!) when we had a stoker join named Bill Fleetwood, and believe it or not, his home town was Fleetwood, in Lancashire.

You couldn't make it up!

– Norman 'Gilbert' Harding, Pitsea Mount, Essex



● Claire Fragaki, Vice Consul in Crete, and former Corporal Bernard Hallas, RM, with the wreath of poppies he laid at the Crete memorial in memory of shipmates from HMS York and HMS Warspite, as a tribute from the York branches of the RNA and RMA

Bernard's tribute to shipmates

ON THE 71st anniversary of the battle of Crete, in May on that island, I placed my wreath of poppies to commemorate the deaths of our shipmates on board HMS York and the battleship Warspite.

Complete in Royal Marines blazer, medals and beret, I attended a service at Chania Cathedral the following Sunday.

On the square, the Greek Army, Navy and Air Force paraded in full strength, along with their band.

Then came the members of the Greek government, from the Minister of Defence downwards, the Mayors of the province, and the highest leaders of the Greek Armed Forces.

As is usual in Greek churches, there were no seats and the assembled dignitaries stood *en masse* facing the high altar.

I stood apart at the rear, trying not to look like the only Englishman present.

After a deathly hush came the large, bearded bishop escorted by four likewise bearded church elders.

It was a complete surprise. The bishop walked down the altar steps, shook hands with some of the assembled congregation and made his way to where I stood.

Putting his arms around me, I was the recipient of a double kiss.

Taken by the arm, I was escorted through the celebrities on to the altar and seated on an ornate chair on the altar itself.

On completion of the service, the bishop helped me to my feet, another hug and kiss and he walked me through the assembly to the front door of the cathedral.

As we stepped into the sunshine the whole parade was called to attention, the order was given "Present Arms", and the band sounded a general salute.

The bishop then invited me to accompany him to march across the front of the troops and return the salute.

At a later reception and air display, accompanied by the lovely Claire Fragaki, British Vice Consul on Crete, I informed her that our flag was upside-down.

"It won't be for long," she said,

and within minutes it was hauled down and corrected.

Entering the hotel for the reception I was side-tracked from the main body and invited into a small ante-room.

Placed in a seat at the head of the table, I was introduced to the Greek Minister for Defence, the General Staff Officers of the Greek Armed Forces, and once again the bishop, who was seated at the other end of the table.

After quaffing a respectable amount of spirits and exotic nibbles, the ministers departed for their return journey to Athens.

We, the lovely Claire and her long-suffering husband, rejoined the main reception for a sumptuous meal, after which the consul returned me to my hotel. I was in a happy state of mind.

I was informed later that at the cathedral, I was the only person present who, because of my 94 years, was wearing the Greek War Cross, and the Greek War Medal – and it was appreciated.

An amazed Bernard Hallas, Chairman, York RMA, PRO, York

Who starred with Gregory?

THIS photograph (*left*) of Gregory Peck was clearly taken in a Royal Navy submarine.

Can anyone recall which boat, where and when (specific date) – and what was the occasion?

Who were the two sailors?

– Lawrie Phillips,

Editor, *The Navy Day by Day*, Northwood, Middlesex

Is this perhaps to do with filming On the Beach? – Ed



Goodbye and thank you all

IN APRIL I had a letter published with the title *No way to say goodbye*, regarding my then disappointing exit from the Royal Navy after 33 years' service.

Since that letter was published, I have received numerous messages of support and agreement via a social network page on the internet as well as receiving mail from individuals via the *Navy News*' office.

It is with great pleasure and pride that I can inform you and the readership of this paper, that since that letter was published I have been contacted personally by the office of the Second Sea Lord, and also by the office of the Chief Naval Logistics Officer, Rear Admiral David Steel, expressing their regret at the way I left the Navy.

I am very pleased and proud to say that I have now received both my veteran's badge and the coveted valedictory certificate, signed personally by the Second Sea Lord (who I had the pleasure and honour to meet on his visit to the Falkland Islands late last year) as well as a personally written and signed letter from Rear Admiral Steel (with whom I have had the pleasure of meeting several times during my career in the Service).

I was also very glad to read the reply in May's edition from WO1 Terry Casey in response to my personal situation, and also the manner in which personnel can expect to be treated as they come to the end of their own career.

I have been very touched by the kind response to my original letter, and was extremely surprised and very proud to receive a letter from my original New Entry Instructor of Benbow 41 Division, October 10 1978, CMEM Tarrant, who I am pleased to say is very much alive and residing in Torpoint.

My original letter was in no way designed to embarrass anybody in the Service, and if this has happened, please accept my apologies.

As I stated originally, I had a fantastic career, and have some absolutely brilliant memories from that time, most of which you couldn't publish!

I have also recently joined the Royal Naval Reserve as an Initial Naval Training Instructor, and if I can instill that same pride and confidence into my recruits that Mr Tarrant gave to me, then that will be job done.

May I take this opportunity via your paper to thank everybody who took the time to respond to my letter, from within the Fleet, and also from those who I now join in the civilian world.

Regards and very best wishes to you all, either serving or retired. Thank you all.

– Ex PO(SC) John 'Kipper' MacRae, Lincolnshire

Deep family losses

YOUR article on the discovery of the wreck of the wartime submarine HMS Olympus (February) made a comparison with the sinking to the disaster that overtook HMS Thetis just prior to the outbreak of war in 1939.

It may interest your readers to know that the comparisons did not end there, as one of the unfortunate sailors that lost his life on board Olympus was CPO William Arnold, the elder brother of Leading Stoker Walter Arnold, who was the last man out of the doomed Thetis and the only rating to do so.

At the end of the war Walter went to great lengths to track down former survivors in order to establish the circumstances of his brother's death, considering that all save one actually survived the mining a few miles out from Malta.

It would appear that, as it seemed more prudent to swim back than wait for rescue that may have taken some time to organise, they started off as a group.

What was not understood at

the time was that a short dip in the Mediterranean is a pleasant undertaking when followed by a rub down with a towel and a swift half in the bar.

When swimming for your life however, your exertions radiate heat from the body at a alarming rate and hypothermia sets in rapidly, slowing down thought and movement. Sadly, the swimming crew succumbed one by one.

Two versions of what happened to William emerged, some said that he made it almost to the shore but when his companions looked around, he was gone.

The other version said he made it to shore but re-entered the water to help some of his shipmates, and was not seen thereafter.

All the male members of the Arnold family perished in submarines, with the exception of Walter, who nearly did so in Thetis, and are commemorated by having an accommodation block named in their honour at Blockhouse.

– Derek Arnold, Chairman, Liverpool Anchorage Club, Wirral

Watch out – it's Blake 953

I SMILED as I read all the claims to be the youngest entry into HMS St Vincent (February).

I stand no chance at 15 years, 92 days, having joined in 1956.

We were all trailed off to Shotley but halfway through 'nozzers' we were asked to volunteer to change to seamen and transfer to HMS St Vincent.

This brings me to my claim to fame, as arriving in the October we were placed into Blake 953 Class, a class that over the next year was to become quite notorious.

Up to our passing out in 1957

we held the records for never having a leading boy made up from our class.

We were the only class ever to be on punishment as a whole class, which lasted for weeks until we proved we were better.

We wore no caps for the whole time and had to double at all times, no free time, just fatigues.

Whilst it sounds as though we were a load of teddy-boys, there was a great camaraderie amongst us.

– Owen 'Ozzie' Osborn, Buckley, Flintshire



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Opinion

EVERY year, the best photographs of the Royal Navy at work around the world are competed for the Peregrine Awards, the 'Oscars' of the photographic branch.

Some of this year's winners, judged by professional picture editors and photographers, are featured on pages 18-19.

Competition is keen among the photographers to win the coveted Peregrine Trophy itself, or one of the other awards which recognise their professional skills.

Luckily for *Navy News*, which relies on stunning imagery for its pages, there's also keen competition every month to provide the picture which makes it onto the front cover.

The hard work and length of training that the branch demands (*described on page 20*) surprises some, but the role of a Navy photographer is very wide-ranging.

It includes intelligence-gathering, filming and editing, and requires all sorts of skills from the technical and artistic to the diplomatic.

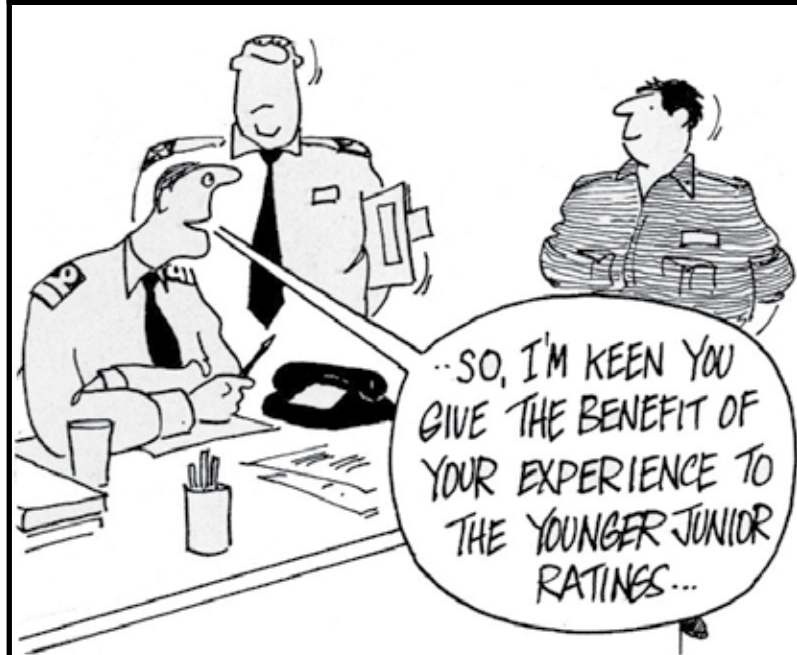
The timing of the Peregrine Awards was particularly poignant this year, as it came just a couple of weeks after several photographers received redundancy notices – the Photographic Branch has had to take its share of pain along with everyone else.

While this may mean fewer pictures, the photographers will continue to record the operational work of the Service so that the general public sees in the media and on the RN web what the Navy is doing around the world – this is a priority that won't be compromised.

The views expressed in this paper do not necessarily reflect the views of the MOD

CLASSIC JACK

BY TUGS



Trumpeter old and new

HAVING seen HMS Trumpeter in *Ships of the Royal Navy* 658, (March) I enclose a photo (right) of the previous Trumpeter taken from the port-side torpedo tube of HMS Euryalus, which I was serving on at the time as a Royal Marine.

This was taken in the North Sea in November 1944 off Norway in a Force 9 gale and 45 ft waves with a 127 Kodak camera that had a pull-out wire frame for a view finder which I used throughout the war.

I got the camera when I was boy, for 24 coupons and a 2/6d postal order.

The destroyer HMS Cavalier was at Scapa Flow at the same time and went on to the Russian Convoys.

HMS Euryalus went to Liverpool to escort SS Rimutaka carrying the Duke and Duchess of Gloucester and family to Ceylon, now Sri Lanka, en route to Australia. The Duke was to become Governor of Australia during the war.

The present Duke of Gloucester is Patron of the HMS Euryalus Association and the photo (inset) shows me talking to him at Chatham in front of HMS Cavalier during a dedication service in 2009, 70 years since she was launched in 1939.

The Duke of Gloucester laughed when he said he doesn't remember much about the trip – he was only four months old at the time.

– K J Taylor, Broadstairs, Kent
...I WAS interested in HMS Trumpeter, an escort carrier built in Seattle and transferred under Lend Lease.

I was a squaddie in the 2nd Battalion The Buffs when I was despatched to the South East Asia Command for the reoccupation of Malaya and Singapore and after



rail and road transport via Poona we were embarked at Bombay.

We set sail on November 9 1945 in company with escort carrier HMS Smiler and carriers HMS Colossus and Venerable.

We lined the decks when leaving Bombay and saw the Mauritania in port. Aboard, we had chores to complete with stand easy at 0930 and dinner at 1115. The food was good.

We did enjoy life aboard as there were films, deck hockey, PT on the flight deck and training on bends and hitches – we also saw the catapult fired.

Prior to entering the Malacca Straits there was gunnery drill with Oerlikons and Bofors firing at parachute targets. Paravanes were deployed when we entered the Straits.

HMS Colossus and HMS

Venerable were ahead and soon disembarked the 2nd Battalion Devons and equipment.

We disembarked on November 18 1945 and I was assigned to guard the ammunition dump and food supplies on the jetty.

My further interest is in the modern HMS Trumpeter, P294. I note that she, along with other P2000s, sisters Example and Explorer, are scheduled in the summer to reach St Petersburg, some 1,400 miles.

I enlisted in the Royal Navy Auxiliary Service in 1964.

Apart from many other types of craft we were trained on, we had the new P2000s and early in their life I sailed in some of them, including Example and Explorer, on many training cruises.

– J Mason, Enfield, Middlesex

A great cast of characters – but who is Sylvia?

OVER the years and in the course of our service, we have all met people that we would describe as 'characters', some within the folds of the Navy who are probably best kept quiet about, some outside it but still part of the whole Service experience.

Many of us will remember Jenny's side party in Hong Kong, quite a few ex-Med squadron will remember that old duffer up in the stores in St Angelo, sorry, I can't remember his name, or William Young the tailor in Hong Kong,

or better still Bobbies' makan stall just outside the dockyard gates in Singapore (I can still taste his egg banjos).

However, I was reminiscing to myself recently while weeding the garden and wondered what happened to 'Big Sylv', the doyen of Commercial Road in Pompey?

She who probably knew more matelots than the Commodore Naval Drafting and who had more tales told about her than anyone I can remember during my formative years.

Does anyone recollect her real name at all, and what happened that 'fur' coat of hers? Did anyone ever put it out of its misery?

I'd better add a disclaimer here, just in case this letter is published and my wife reads it.

I had no 'professional' involvement with her, honest, but I do have a 'claim to fame' with her in that she did buy me a half of bitter one dark, wet night when I was just a very young stoker.

– Bob Dixon, Bucknell, Bicester, Oxon

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E-mail correspondents are also requested to provide this information. Letters cannot be submitted over the telephone.

If you submit a photograph which you did not take yourself,

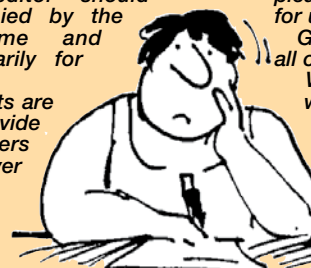
please make sure that you have the permission for us to publish it.

Given the volume of letters, we cannot publish all of your correspondence in Navy News.

We do, however, publish many on our website, www.navynews.co.uk, accompanied by images.

We look particularly for correspondence which stimulates debate, makes us laugh or raises important issues.

The editor reserves the right to edit your submissions.



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Jo takes on Hadrian's Wall

JO Meeks, one of the top athletes in the south-west, is planning to run 69 miles along the length of Hadrian's Wall in one day.

The runner (pictured above), who works in Devonport Naval Base at the Primary Care Rehabilitation Facility and with Hasler Company, is running for the Royal Marines Charitable Trust Fund.

The Tavistock Athletic Club runner said: "Working as a physiotherapist within the RN and RM, I have helped many returning injured troops.

"They are proud individuals, proud to serve our country, putting their lives on the line to help the people of Afghanistan or Iraq to build a strong and stable country. They know the risks of their job but even so, being injured is completely life-changing."

Jo plans to run from Carlisle to Newcastle in under 12 hours as part of a two-day organised event, supported along the route by her husband Jon, a former Royal Marine.

Show your support online at www.justgiving.com/Jo-Meek0.



Cycling around the UK for SSAFA

SANDY Elliot, the father of a soldier killed in Afghanistan, stopped off at Clyde Naval Base on his epic charity cycle ride around the UK.

Sandy's son Kevin Elliot, a private with the Black Watch, 3rd Battalion The Royal Regiment of Scotland, was killed in an explosion while on foot patrol in Helmand in 2009.

In Kevin's memory, Sandy is cycling around the UK, visiting 50 military bases around the country in 31 days.

His arrival at the home of the Submarine Service marked his 38th military base, where he was met by WO Sean Childs and PO Nick Tryon (pictured above), both holders of the Navy Cup as time trialists, who cycled with him part of the way to Perth.

To date, Sandy has raised some £2,000 for SSAFA Forces Help. If you would like to show your support, visit www.cyclingforheroes2012.co.uk.

Oxford make a splash

THE STUDENTS of Oxford University Royal Naval Unit decided to give the bikes a rest, taking to the water instead on their fundraising effort.

All members of the team were challenged to complete at least 40 laps of the Harcourt Hill

swimming pool, but two went that little bit further: Michelle Faure and Charlotte Marshall successfully completed 100 laps together.

The swimmers were raising money for Marie Curie Cancer Care.

Bikers ready for the long haul

MORE bikers – but this time not cyclists – as a group of Somerset motorbike riders paid a visit to RNAS Yeovilton to promote their upcoming challenge.

The End to End Ride will see the bikers ride from Land's End to John O'Groats raising money for the Forces Children Charity Trust and the Royal British Legion Poppy Appeal.

The leader of the pack, John Scott, said: "I was based at

Yeovilton when the Harriers were in residence – it's nice to come back and visit."

702 Naval Air Squadron hosted the bikers on the visit, which gave the team a chance to see a Mk 8 Lynx parked up ready for flying.

Several of the riders are from military backgrounds or have family in the Forces, and they will stop off at the National Memorial Arboretum on their way north to lay a wreath of remembrance.

North and south by bike

IT'S THE month of cycling's greatest challenge, the Tour de France, and appropriately enough there's a strong cycling theme on the charity pages this July...



Lycra at Land's End

A TEAM of Royal Marines, Army commandos and RN personnel rode for nine days from John O'Groats to Land's End in aid of the Royal Marines Charitable Trust Fund.

The team were met by families and friends at the end of their 871-mile journey (pictured above), during the course of which they climbed a total of 47,000ft with 71 hours in the saddle.

The team raised over £3,000 for the RMCTF, the charity that supports wounded personnel, their dependants and bereaved families.



And more lycra northbound

CYCLISTS from the Aircraft Carrier Alliance (pictured above at the starting line), meanwhile, were heading in the opposite direction as they raced from Hampshire northwards to Rosyth.

The cyclists raced BAE System's 6,000-tonne section of carrier HMS Queen Elizabeth which is taking the more circuitous maritime route from Portsmouth up to Babcock's Rosyth dockyard.

The task was to cover 500 miles in just five days – and it was successfully achieved.

All the cyclists are part of the Aircraft Carrier Alliance, and were raising money for the Royal Navy and Royal Marines Charity.

To date, the team have raised over £15,000. If you would like to show your support, please visit www.virginmoneygiving.com/team/beattheblock2.



And back south again...

AND the cycling marathons continue, as three of the Search and Rescue team from HMS Gannet plan to head southwards from their home base down to RNAS Culdrose, the UK's most southerly SAR unit.

The three (pictured above) are Lt Alex Stevenson, Sgt Lee Haggerty RM and Sgt Andy Dixon RAF (on exchange with the RN since 2010) whose efforts are all to raise money for Erskine, the Royal British Legion and Yorkhill Children's Hospital in Glasgow.

Before the challenge, Alex said: "We know this is going to be quite a gruelling trek down to Cornwall. But we're definitely up for the challenge and the thought of raising loads of money for our chosen charities will spur us on – we certainly wouldn't want to let them down, so we're ready to give it our all."

And so they did – achieving their goal in cycling, but as yet they are still a few pounds short of their fundraising target of £4,000.

So if you feel like boosting the total just those few extra pennies, please visit www.justgiving.com/teams/gannet to pledge your support.

Help the Navy's last gunboat

A NEW fundraising campaign has been launched to support the Navy's last WW2 gunboat MGB 81.

MGB 81 was saved for the nation by Portsmouth Naval Base Property Trust in 2009, with help from the National Heritage Memorial Fund and Gunwharf Quays Marina.

To mark the 70th anniversary of D-Day in June 2014, the Property Trust will attempt to drive the motorboat across the Channel to the Normandy beaches.

The Trust has invested heavily in MGB 81, restoring her weaponry, repainting her and overhauling her two working engines.

But she will need a complete refit before she can cross the Channel.

Babcock Marine at Devonport have generously agreed to remove and support the refurbishment of her defective centre engine, but just to get there requires funds for fuel and structural repairs.

The Trust intends to raise £70,000 to support MGB 81's epic journey.

Broadcaster Dan Snow sent his support, saying: "To have MGB 81 running again, travelling across the Channel and sitting off the D-Day beaches would be an incredible achievement."

Find out more online at www.mgb81.co.uk.

John's do for MS sufferers

LT CDR John Scivier is one of the patrons of the Geoff Smith Multiple Sclerosis Foundation, which held its 15th anniversary ball in Southampton.

John was joined by his fellow patron Matt Le Tissier, the Sky Sports commentator, and Geoff Smith himself to mark the celebrations for the charity that helps MS sufferers.

At the ball, Matt donated £600 to the charity following a hole-in-one at the afternoon's golf competition, and John donated a maritime heritage auction prize which raised another £600.

John said: "I first met Geoff when I was on HMS Victory and he asked for some help in raising money."

"I was all too happy to help and before too long found myself as a patron."

"The Foundation is a shining example of how a small local charity can make such a difference to those who need a little help."

The charity's main method of support is the use of a fully-adapted villa near Alicante in Spain that offers a break in the sun for families and carers.

Find out more online at: www.thegeoffsmithfoundation.co.uk.

In memory of Les

RICHARD Willcox ran the Reading half-marathon to raise money for Great Ormond Street Hospital in memory of his father Les Willcox, a former submariner and long-time correspondent with *Navy News*.

To date Richard has raised £705, all of which will go to Les' favourite charity.

If you would like to show your support in memory of Les Willcox, please visit: uk.virginmoneygiving.com/RichardWillcox where you can see a picture of father and son.

Edwin's 1,000 miles by bike

CULDROSE aviator Lt Edwin Cooper has pedalled 1,000 miles, raising more than £2,500 for Help for Heroes.

In just seven days, Edwin cycled from Falmouth to his childhood school, Stromness Academy in the Orkney Isles. The cyclist is a keen endurance athlete, and had always wanted to cycle the length of the country.

Edwin said: "From traversing the hilly counties of Cornwall and Devon to dodging traffic in the central belt cities, to the tranquility of cycling solo through the Scottish Highlands with herds of deer and sea eagles for company, the experience of cycling from Falmouth to Orkney unsupported – 1,000 miles in seven days – for Help for Heroes is a challenge I will never forget."

"I never believed that Cornwall and Devon could be the hilliest of counties, but by the end of day one I had to agree they were. Indeed, this wasn't just a challenge about distance; I had to take into consideration elevation as well as I would climb around 62,000 feet over the seven days – twice the height of Everest."

"I was looking forward to the challenge though and it did not disappoint."

Pledge your support online at www.bmycharity.com/h2hfor4h.

H4H's 270 storm the beaches

HELP for Heroes' Big Battlefield Bike Ride lived up to its name once more, as 270 cyclists completed the 350 miles to Dunkirk.

As they arrived on Dunkirk beach for a memorial ceremony, the cyclists were saluted by a Spitfire flypast, and the news that they had raised over £400,000 to help wounded Service personnel.

Over the course of the week, the cyclists visited the Somme Battlefields of World War 1 and 2.

If you would like to find out more, visit www.helpforheroes.org.uk.

Qinetiq pedals for H4H

AND the scientists and researchers of Qinetiq are also raising money for Help for Heroes with a 150-mile bike ride from Dorset to Malvern.

It marked the 70th anniversary of the relocation of the Telecommunication Research Establishment from Dorset to Malvern College.

The 12 cycling Qinetiq staff hope to raise more than £3,000 for the military charity on their bike trek.

Find out more online at www.justgiving.com/teams/MalVelo70.

Cake break for Defender

NO north south divide for the men and women of HMS Defender, despite a difference of 450 miles splitting their numbers.

The two halves of the ship's company, one at the BAE Shipyards in Scotstoun, Glasgow, and the other down south in Portsmouth, teamed up with a 'Stand Easy' cake and coffee celebration in aid of the Royal Navy and Royal Marines Charity (RNRMC).

PO(WE) 'Scotty' Pearson led the bake sale with his own contributions and those of Writer 'Jules' Redman. Down south, it was Sub Lt Kevin Diaper who took the helm – although Scotty made a guest appearance courtesy of a swift journey southwards.

In total, the two events raised £282 for the RNRMC.

Scotty said: "It's always good to do your bit for a great cause such as the RNRMC."

"Knowing the work they do for members of the Navy and Marines both past and present makes it even more worthwhile."

"I am immensely proud of the



● PO Scotty Pearson starts the cake cutting in Scotland

efforts made by all of Defender's ship's company in Glasgow and Portsmouth, and hope we can continue to do more fundraising for the RNRMC and ship's charities in the future – especially if it involves cake!"



● Shellfish for dinner for Lt Martin Pickles on Exercise Castaway

No mod cons for Martin

LIEUTENANT Martin Pickles and fellow helicopter instructor WO2 Colin Judge headed off into the wilderness of Scotland to raise money for the Movement Centre in Oswestry.

The two, both serving with 660 Squadron at the Defence Helicopter Flying School at RAF Shawbury, took on a two-week survival exercise on the banks of Loch Houran on the west coast of Scotland.

The area is only accessible by foot, boat or helicopter – so the duo arrived by rotary wing as part of a training exercise, before being left in the wilds to fend for themselves.

Colin is an experienced survivalist at the Barrisdale site, however it took a bit of work to find a willing volunteer to join him.

Early responses from colleagues were "You're mad", "You're stupid" and "You're going to die!"

Yet Naval officer Martin put himself forward, explaining that it would be good preparation for his Defence Survival, Evasion, Resistance and Extraction (SERE) Officers course.

Colin and Martin arrived after a three-hour flight, and set up their camp in a small wood. Once the hammocks were up they established the main camp area where they would prepare food, cook and attempt to keep warm and dry.

As the two weeks progressed, the camp evolved as they scavenged around the old buildings finding pans, empty barrels and fence mesh.

Their best discovery was some old black plastic sheeting, which became three walls to their kitchen-living-room diner.

The 2,500ft mountains

surrounding the camp gave a plentiful supply of drinking water.

However food was a different issue – despite the fact that Barrisdale has a healthy population of deer and sheep, the two military survivalists were painfully aware that the landowner might not be too happy with them targetting his prize stag...

Fortunately the area also abounds with a huge variety of shellfish due to its tidal zones.

To ensure the challenge was not too easy, the pair had taken no matches or lighters – so the only means of starting a fire was the military issue 'matchless fire set'.

As simple as it is to use, it wasn't so simple to find combustible material in the rain-drenched highlands.

Once the wood had been gathered, it had to be cut, dried and stored ready for use – and although they only had a small fire to cook on, it seemed to devour an endless amount of wood.

When they weren't gathering wood or food, Colin and Martin entertained themselves carving an array of "useful and eye-catching" utensils, including spoons, tongs, a chopping board, a fishing spear, and creating plates from old roof slates.

Looking back on the experience, Colin commented: "The average male requires around 2,000 calories a day to carry out his normal daily activities comfortably. We were averaging at most around 1,000..."

Despite that low intake, they walked over 50 miles, climbing 750 feet up a mountain, and foraged extensively on a daily basis – seeing their combined weights drop by a total of 41lbs.

Together Colin and Martin on exercise Castaway raised £1,730 for the Movement Centre in Oswestry.



● Trainee sailors Christian Parker, Andy Pearson, Mark Blair, Anthony Wingle and Daniel Stead, with John Page, chairman of the Tamar Community Trust

Picture: Dave Sherfield

Raleigh trainees under the boardwalk

TRAINEE sailors from HMS Raleigh helped lay a boardwalk in south-west Cornwall.

The bridge lies over a marshy area, following an old railway track, along the riverside from the village to Antony to Wacker Quay.

The project is being led by members of the Tamar Community Trust and the Area of Outstanding Natural Beauty Tamar Valley.

Chairman of the Trust John Page, a former Royal Marines officer, said: "The trainees from HMS Raleigh were a credit to the Royal Navy and quickly got to grips with the task in hand."

"There was a lot of team spirit and banter amongst them which was great to see."

"It was an example of the camaraderie within the Forces that you don't see in civilian life."

"I almost had to force them to take a break for lunch, they were so committed to the job and thanks to them the task was completed in just one day."

Work began on the path in 2010, and the formal opening was due to take place as *Navy News* went to press. Raleigh trainee submariners have also worked on the project, clearing the pathway of debris.



● Private Liam King, 2 Para, Defence Secretary Philip Hammond, Cpl Matthew Webb RM, Maj Peter Le Feuvre RAMC, Guardsman Lamin Manneh, 1st Battalion Irish Guards, at their award-winning courtyard garden at the Chelsea Flower Show

Picture: Suzi Coulthard

Bronze medal for Headley Court garden

ROYAL Marine Cpl Matthew Webb was one of a small group of personnel from Headley Court to receive recognition at the prestigious Chelsea Flower Show.

Charity Gardening Leave has been working with patients at the military rehabilitation centre to create a courtyard display garden at the annual event.

Staff and patients showed how successful their horticulture as therapy scheme has become at Headley Court.

The installation is an example of a permanent garden that has

been built at the centre to help patients rehabilitate from their injuries.

Defence Secretary Philip Hammond said: "Exhibiting at the Chelsea Flower Show is a great achievement and shows the determination of our injured Service personnel when recovering from injury."

"By using innovative ways to provide rehabilitation, the staff at Headley Court have shown time and time again the facility gives first-class treatment for those who need it."

www.gardeningleave.org



Doughnut do at the Defence Academy

MEANWHILE more baked goods were the order of the day at the Joint Service Command and Staff College at the Defence Academy.

Their contribution to the RNRMC's Big Easy campaign was a doughnut-eating competition.

The contest was fierce fought by all three Services, as well as foreign students, all hoping to win this inaugural contest of international honour.

However victor's laurels went to the Senior Service. The winner by a considerable margin was Lt Dave Chisholm who, we are told, showed both sublime technique and oral dexterity in the demolition of a doughnut in record time.

Overall the event raised £400, garnered in the main from the sale of replica competition-standard jam doughnuts.

And Dave Chisholm? Now the proud owner of a week's supply of free doughnuts for him and four of his colleagues. Well, unless he decides not to share...



Raleigh do run run

THE Plymouth half marathon in early June featured a veritable bonanza of Raleigh staff as they set out to raise money for good causes.

Parade staff LH 'Ginge' Lowther, PO 'Ronnie' Condie and Sgt Jay McGhie RM (pictured above by Dave Sherfield) were running for Children's Hospice South-West.

And other Raleigh-ite runners were civilian workers Cherry Powell, Jan Shilton, Lisa Copp and Eric Sykes who put on their trainers for Plymouth Oncology Outpatients and Chemotherapy (POOCH).

PO Condie said: "We all wanted to do something worthwhile for a worthy cause. Our work colleague PO Jonah Jones told us he was taking part in the Plymouth half marathon, and introduced the idea of raising money for Children's Hospice South-West."

"He persuaded us to join him, and after we had signed up he told us he was organising the water stops with the Sea Cadets – so in good Navy fashion, we were well and truly stitched up."

Anyone wishing to sponsor the Raleigh staff can visit either: www.chsw.org.uk/warrenlowther or www.justgiving.com/palsofpooch.

The submariners also visited other affiliates during their stay.

Offspring given taste of the world of work

"It was great to show Emily and Rebecca around the workplace and give them an idea of the

He continued: "Later they spent some time with their aunt, Hazel Diffey, who also works in the base in Materiel Accounts, so they got to experience a few

"They had to make sure that they knew what skills and qualifications were required for each job. The day was a real education for them."

Flower power

Once retrieved from the sea, the boat was returned to Raleigh for safekeeping until next spring.

French tour logistics school

Picture: Dave Sherfield

Cdr Ackland said: "The DMLS has a long-standing relationship with the École Commissariat and, in the spirit of the new Defence Agreement between Britain and France, this bond of friendship

"Many of the challenges facing the two schools are similar and as a result of this visit new areas of cooperation will be explored between the École Commissariat, DMLS and the DCLPA."

EW support group take trophy

Particular praise was directed towards Operations Manager CPO EW Edwards, who received the trophy on behalf of the group.

Radio hit

It is broadcast to the Forces across the world, and on DAB digital radio in the UK.

Navy News makes Navy News

As we listened to the other citations, tale after tale of derring-do, selfless bravery and death-





Picture: Mark Rawlings


But when I muttered to Admiral Sir George Zambellas 'We feel like imposters' he very firmly told me that was nonsense.


The Royal Navy website is on www.royalnavy.mod.uk


SUPPORTING THE PORTSMOUTH AIR FESTIVAL AND OUR CHARITIES

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THE HEART OF THE RAF FAMILY











 **Exercise Tiger Trust**

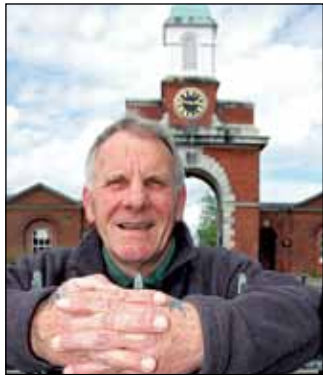

The poster features a large, stylized 'AIR' in the center, with 'PORTSMOUTH' above it and 'FESTIVAL' below it. The dates '18-19 AUGUST 2012' are at the bottom. Various aircraft are depicted in flight, including a modern fighter jet, a biplane, and a large red jet. A microphone is shown in the foreground, and a circular logo for 'PORTSMOUTH AIR FESTIVAL CONCERTS' is visible.

Portsmouth Air Festival
18th - 19th August 2012 **FREE ENTRY** onto Southsea Common
CONCERT TICKETS ON SALE SOON. Check website for details
Air Displays, Arena Displays, Static Aircraft, Trade Stalls, Food and Drink, Amusements, Military Village and much more!
Show your support - become a Community Friend of the Portsmouth Air Festival. See website for details

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PORTSMOUTH AIR FESTIVAL IS SUPPORTED BY:



● Ian Wellington
Picture: Colin Farmery

Still at St Vincent – 50 years on

EXACTLY 50 years ago Ian Wellington arrived at HMS St Vincent in Gosport as a 15-year-old boy sailor.

The establishment no longer flies the White Ensign – but Ian is still at the site, working as a teacher on the historic campus.

In May 1962 Ian arrived at Portsmouth Harbour station from Manchester, crossed the harbour and marched down Mumby Road to the Forton Road base, which at that time was a training centre for boy seamen and junior sailors.

Ian remembers the culture shock of his first weeks in Gosport – he had never been out of Lancashire before, and had only been out of school for a few weeks. “My dad wouldn’t sign the forms to let me join up, as they were all Coldstream Guards in my family, so my mum had to do it,” said Ian. “Being at St Vincent was a fantastic experience.”

“I was here for 11 months and they gave us a basic grounding in all aspects of the Navy.”

“On our first day they made us climb up the mast in front of the dormitory blocks, and I can tell you a string vest would have been more use than a safety net.”

Ian enjoyed a long career in the Navy, and put down roots in Gosport – his son Steven started at St Vincent School when it opened on the site in the 1970s.

And the story turned full circle when Ian took a job as a teacher of sport and public services at the sixth form college in 1998, a role he continues to enjoy.

“St Vincent has been a big part of my life,” he said. “Obviously the site has changed a great deal in that time.”

“It is a shame some of the old listed buildings, such as the wardroom, have gone, but things move on.”

“I think the work they have done recently refurbishing the main building has been tremendous.”

HMS St Vincent closed in 1969, and the majority of the original buildings were demolished to make way for the new school, which opened in September 1975.

The sixth form college opened in September 1987 and is in the middle of a £2.7m refurbishment programme to coincide with its 25th anniversary this summer.

Olympian revisits Navy past

A FORMER Olympian with a Royal Navy connection has visited RN Air Station Yeovilton with her son as he considers a career as a pilot.

Swimmer Sharron Davies – whose father was in the Royal Navy – used to train in a Navy pool in Plymouth, so the trip to HMS Heron had a familiar feel for her.

Sharron’s teenaged son Elliot had the chance to talk to Royal Navy pilots, and take a familiarisation flight in a Grob trainer of 727 Naval Air Squadron.

Prize for innovation

A MOD Information Excellence award has been presented to a member of Navy Command who went the extra mile to help bring in a complex technical innovation.

Steve Bissell won the Inspiring Leadership Award whilst working for the C4ISTAR (Command, Control, Communication, Computers, Intelligence, Surveillance, Target Acquisition and Reconnaissance) team.

The award recognised the fact that over the past two years he has shown “magnificent leadership and acceptance of responsibility in leading both Navy

Destroyer gets a Corps perspective

IF THERE are any gym-dodging sailors in HMS Dragon they had better stand by their beds – their new Executive Warrant Officer (EWO) has plans for them.

WO1 Dai Charles RM (pictured right) may be the oldest man in the ship, but he still runs half-marathons regularly.

And as the first Royal Marine EWO in a Type 45, he plans to introduce some ‘Corps values’ to the mighty Dragon.

“I would like to push the PT side,” he said. “Sailors may be in a metal box, but the fitter you are, the more easily you deal with the stresses of the job, whether you are watchkeeping or firefighting.”

“Take firefighting – the kit weighs about 50kg and you have to be fit to deal with it effectively. I would like to encourage more arduous PT, rather than the five-a-side that the sailors like.”

“And I would like to improve first aid training to combat tournament level, which all Marines have, so everyone can look after their oppo.”

WO1 Charles has had a long and varied career in the Corps (“I’ve been around a bit,” as he puts it) but this appointment brings him back to where his career started – at sea.

He joined the Royal Navy in 1978 as a rugby-mad Welsh boy and was working very happily as a radio operator in HMS Rhyl when his ‘light-bulb moment’ came.

He recalls: “A Royal Marines detachment came on board, and I noticed that they did ‘phys’ in work’s time.”

“We had to do ‘phys’ in our own time so I thought that was great – I wanted to do it too.”

The seed was sown for a transfer to the Corps, but the Falklands intervened, and he found himself manning a machine gun on the car ferry MV St Edmund, watching with envy as the Marines went ashore.

But in 1982 he transferred to the Corps, and 30 years and numerous deployments later – including three tours of Northern Ireland, three of Iraq and three of Afghanistan – his appointment to HMS Dragon makes him the first RM EWO to serve at sea in a non-amphibious ship.

EWOs were introduced in 2004 to give command, leadership and management advice and a unique perspective of the whole ship or establishment to the CO.

In a ship they are the First Lieutenant’s right-hand man and keep the ship ticking over from top to bottom.

WO1 Charles explained: “EWOs are the backbone of the ship’s morale. It’s our job to set standards around the ship, and we have the captain’s ear.”

He added: “My cabin is straight across from the First Lieutenant’s and the two of us are a bit like mum and dad – we need a joined-up approach so close that you couldn’t put a cigarette paper



between us, and nobody can play us off against each other!”

WO1 Charles volunteered for the job in Dragon because he enjoys being at sea, but more importantly because he believes it is important to fly the flag for the Corps afloat.

“The Royal Marines need to keep their amphibious role post-Afghanistan and we must not lose those skills,” he explained.

“We have Royal Marine detachments in Bulwark and Ocean and it is something the Corps must maintain.”

He added: “There were two Royal Marine and two submariner warrant officers on our EWO course, and I would say the Royal Marines had the better knowledge of surface ships.”

One thing Royal Marines and submariners have in common is

Severn ‘trophy’ is passed on to fishery patrol ship

A BRASS plate from a wartime submarine has been handed on to her namesake to fulfil the wish of a Royal Navy veteran who died earlier this year.

The plate, showing the fresh water valve drain layout of HMS Severn, was ‘liberated’ from the boat by CPO Coxn Cyril Fairman before she was stricken at Trincomalee in 1946.

Cyril’s son, Army WO2 Carl Fairman, said: “The plate is being mounted by the current HMS Severn with an original ship’s crest and will become an official RN trophy, serving on the Fishery Protection vessel.”

“It was my father’s wish that this be returned to the Lucky Severn from the old to the new.”

“He always held this plate in high regard knowing it would serve again.”

The plate was presented to Carl to Lt Cdr Marcus Hember, CO of the current HMS Severn, after

Cyril’s funeral.

Cyril, who died at the age of 88, served from 1942-46, training at HMS Ganges and seeing service in the Arctic, Mediterranean and Far East.

E-learning centre is opened

A NEW e-learning facility has been opened at Clyde Naval Base’s Education and Resettlement Centre.

Already home to an award-winning e-learning installation, the new larger centre boasts 12 Internet-enabled learner workstations, which can be used by military personnel at Faslane and their families.

It is all part of Clyde’s commitment to supporting personnel and helping them access the skills they need for personal development, and was funded by £60,000 from the Skill Funding Agency.

The centre was opened during Adult Learners Week by Naval Base Commander Cdre Mike Wareham.

“The old e-learning centre had seven workstations and will predominantly be used in future as a quiet assessment area,” said Lt Cdr John Edwards, the officer in charge of the centre.

“The Naval Base is the home of the UK Submarine Service and is transforming itself into the submarine centre of specialisation. “We already have around 80 active learners using our e-learning facilities, and that can only grow with the arrival of the entire submarine flotilla over the next few years.”

“We wanted to create the best possible facility for our sailors and I think we have certainly succeeded here.”



● CPO Simon Johnson, of HMS Triumph, with his son AB Chris Johnson, of HMS Daring

Fancy seeing you here, son!

THE image might look threatening – a submarine trailing a British warship at sunset.

But for a sailor and submariner it was a happy meeting, thousands of miles from home.

AB Chris Johnson, of HMS Daring, joined his dad CPO Simon Johnson on HMS Triumph.

Warfare Specialist Chris, 19, wasn’t even born when his father joined the Navy in 1980, and they hadn’t seen each for eight months – and weren’t expecting to meet for three more.

Chris, from Plymouth, said: “Seeing my Dad after so long was really great.”

“It was truly eye-opening to see him in Triumph while she was actually at sea.”

“I got to know where he worked and how the crew of Triumph operate in the depths.”

“I also got to look at Daring through the periscope and to place her in the cross-hairs – somewhere

that neither service has routinely worked with women, and he admits it can be a culture shock.

“I’ve already had to read up on BRs to make sure I understand the hair and make-up rules, otherwise I won’t be picking them up when I should,” he said.

WO1 Charles is an expert in amphibious operations and a jungle warfare instructor, but he is a Driver by specialisation and his first job as a WO2 was Motor Transport Troop Sergeant Major for UK Landing Forces.

He is a keen motorcyclist and rides regularly with the Royal British Legion Riders, who raise money for charity.

He was the first Motor Transport Troop Sergeant Major in the Royal Marines to be awarded an MOD Rose Bowl Trophy for road safety.

He was determined to win it in honour of friend and fellow biker C/Sgt Rick Walton, Chief Motorbike Instructor at the Defence School of Transport in Leconfield, who died in a car crash in 2006.

As a Welsh speaker, born in Felinfoel, near Llanelli, WO1 Charles is particularly pleased to join Dragon, affiliated to Cardiff.

And 34 years since his career began, he is very much looking forward to life at sea.

“I think sailors are much the same as when I joined the Royal Navy in 1978,” he said. “I don’t expect many dull moments in this job. Put it this way, one sailor’s a comedian, two are a circus.”

Busy Tony is honoured

DEDICATION to his job, family and his community make WO Tony Pratt a busy man.

But his efforts are appreciated, as was demonstrated by the presentation of a civic award to the senior rate.

Tony, Executive Warrant Officer for the Defence Diving School at Horsea Island, joined the RN in 1983, serving around the world.

He has lived in Fareham for 17 years, and as a keen Scout and Venture Scout in his youth, he was happy to see his three children join the movement – and his wife Frances became a leader of the local Beaver Scout troop.

So when a plea was made to him to help the 17th Fareham Holy Trinity group in 2007 by becoming Leader, he could not refuse.

Since then he has been the driving force behind many local, district and county events, fundraising, weekend camps and the like.

His reward was the Mayor of Fareham’s Award.

LSGC for CPO in US

OR in plain English... a senior rate who has been working on the Lightning II strike jet in America has been presented with a Long Service and Good Conduct medal in California.

At a combined UK and US Forces ceremony at Edwards Air Force Base, CPO Yuki Ho was presented with his medal by Wg Cdr Glenn Littlejohns, the UK’s Joint Combat Aircraft (JCA) Operational Test Director.

CPO Ho is part of the RN and RAF’s ‘suitability’ team, assessing the capability and performance of the 5th generation aircraft from a maintenance perspective.

The Brits are fully integrated with a Joint Operational Test Team of US Navy, US Marine Corps and US Air Force personnel.



Picture: LA(Phot) Keith Morgan

you don’t really want to be!

“All in all, it was a real morale boost for both crews and particularly for me and my Dad.”

Artificer Weapon Engineer Simon, 49, from Manchester, said: “It was great to see my son after so much time apart; showing him around Triumph was great.”

“When I deployed I had absolutely no idea that I would

get to see Chris at sea during such a busy time – the chances were one in a million.”

The ship and submarine were exercising together on operations in the Arabian Sea.

Other sailors were able to swap for the duration of the exercise – Daring’s sea boat transferred six from the warship to Triumph and took six submariners back.

● *HMS Edinburgh replenishes at sea from RFA Black Rover in the South Atlantic last year – Naval Service logisticians should notice little change in IT during a seamless migration to new support systems until an MOD-wide transformation in the middle of the decade*
Picture: LA(Phot) Kyle Heller



Supply chain reaction

TO FIX a system mired by history, the MOD has turned to cutting-edge technology, writes Mike Gray.

But that technology itself draws from, and in some cases relies on, the past – a happy blend of advanced electronics and historical endeavour.

The creaking system is the IT and information element of the MOD's logistics arm – a classic example of piecemeal development which has fallen behind the requirements of the Armed Forces in the 21st century.

Across the Royal Navy, Army, RAF and munitions, by 2010 there were 997 unique software 'solutions' provided by 109 software suppliers.

And that software was running on 1,122 unique types of machine supplied by 134 manufacturers.

A considerable number of products were bespoke, with some suppliers being untraceable or having since gone out of business.

The chances of most systems interacting with each other was slim, and some were almost museum pieces; one crucial RAF system is based on a massive mainframe which had been bought second-hand decades ago from a national supermarket chain and which still uses magnetic tapes.

But this was not just a technical problem, because the IT and data has a very direct bearing on the front line.

Lt Col Adam Ewell, of the Royal Signals Regiment, put it into context.

"We were not in a good place," he said.

"There was a complex number of arrangements – 120 contracts with 50 contractors.

"And because of the nature of the systems in 'stovepipes' there were lots of people doing their own thing, the funding was not centralised, and there was a degree of overlap.

"Also, the supplier relationship was not where we wanted it to be – it was contractor/supplier rather than partners."

The effect on uniformed logisticians, be it a Royal Marine in Afghanistan or a pusser aboard a frigate in the Far East, was frustrating, at the very least.

"We would order something in the field; it wouldn't arrive when you wanted it so you would order a second or a third item," said Lt Col Ewell.

"When you finally get the first one, you just put the other one or two into storage and perhaps never used it."

He continued: "Front-line commanders should not be confined by a lack of logistics or information. He should say what he wants, when he wants it."

An integrated, reliable and accessible IT system would deliver numerous benefits; as Lt Col Ewell said: "The vision is the right kit at the right place at the right time at the right price – a big problem in the past.

"Such a system will cut the duplication out. The big thing is

driving down costs and driving down complexity."

A radical approach was needed, so in 2008 the MOD tendered for a partner to help modernise the patchwork IT provision, under the title Logistics Network Enabled Capability or LogNEC.

In 2010 a contract was signed with Boeing Defence UK, an arm of the aircraft and aerospace giant which had broadly similar logistical needs to the Armed Forces, and had itself faced a similar IT problem in recent years.

Having merged with or bought out other businesses, including parts of Rockwell and McDonnell Douglas, Boeing found itself dealing with numerous inventory and IT systems while trying to maintain a rapid and efficient spares delivery service around the world from seven depots.

They are now well down the road to integrating the systems – and as the project is very much a partnership, the MOD will benefit from Boeing's experiences along the way as it sets out on its own journey.

Lt Col Ewell, the Optimisation Manager for LogNEC, said: "Boeing had to smash together their different stovepipes to get where they are, when other firms were taken over.

"So they are in the process of what we are starting on."

At the heart of LogNEC is the handling of data, and the project is divided into three distinct phases.

The first, sustainment and discovery, revealed the full extent of the unplanned growth of different systems across the MOD, and also saw the first attempts to bring some order to the chaos.

Crucial to that move was the creation of a new data centre at Corsham in Wiltshire – and a curious little extra facility which Lt Col Ewell described as "something of a Jurassic Park" for computers.

In this add-on, the legacy systems will be tweaked and maintained, and gently slipped into the data system so that the loggies at sea will not notice any difference ("except it might run a little better," added Lt Col Ewell).



Phase two is optimisation, which is where the data centre, built and run by sub-contractors Ark Continuity Ltd, starts to take the strain.

In this phase, the aim is to seamlessly standardise hardware and software, cutting out niche bespoke legacy systems which require expensive support in terms of spares and expertise.

The architecture is also changing.

The MOD currently has more than a dozen data centres spread around the country, and they are far from the cutting edge.

"Outages" are more frequent than anyone would like – one centre alone was out of action for 250 hours in a single year – and back-up and fail-safe systems are showing their age.

Under the LogNEC contract, Ark is committed to ensuring the new data centre is available for 99.982 per cent of the time – which means it can afford no less than some 90 minutes down in a year.

In actual fact, the unwritten rule is much more exacting.

According to Boeing's Dave Bartlemay, Senior Manager IT Infrastructure, and a man with 30 years' experience with the American firm: "The Boeing expectation on IT is that they never go down. Never."

And when put to the test Ark proved their worth – when the power went off in recent months, no one in IT noticed as the back-up procedures ensured no loss of service.

That, in part, was down to technology using mechanical principles known in neolithic times and still of vital importance today.

Much of the data centre is set up along lines (perhaps not surprisingly) which are common on jet airliners – two independent systems which interact but can each safely fly the aircraft alone if one system fails.

Thus, electronic equipment is



arranged as A and B systems, all aspects of which have effective back-up.

Corsham has two power feeds from two separate parts of the National Grid, and if the mains power feed fails, diesel generators kick in.

It takes several seconds for them to come up to speed, so this high-tech data centre relies on a device which has been used for centuries – a set of UPS (uninterruptible power supply) devices which feature constantly spinning flywheels.

The wheels are powered by the mains, but if that is shut off the momentum of the wheels keeps them spinning, turning motors which power the IT systems until the diesels have taken over.

When the mains supply is restored, the power is stabilised, the UPS flywheels are returned to full capacity and the emergency system stands down.

That is not the only happy blend of old and new on the site.

Boeing is also aiming for as green an operation as possible, and one crucial aspect is the cooling of rack upon rack of servers.

In this case the machinery is air-cooled, with no need for power-hungry air-conditioning.

A second data centre – the mirror-image B to Corsham's A, providing a disaster recovery facility as well as regular back-up – is currently under construction at Farnborough, and both will be essentially highly-secure 'dark sites', with staff only entering server rooms for specific maintenance or repairs.

"Former MOD data centres were piecemeal developments. This is designed from white space upwards," said James Stathers, LogNEC Infrastructure Manager.

"We have had a better opportunity.

"There are many hundreds of miles of cabling, and everything is asset managed – all cables say

where they are sourced and where they terminate, so they can be easily checked.

"There are no tapes here so we close the door in the evening and leave it until next time we have to go in – there is no one working around the equipment, and very limited access, which helps with security."

The data centres will be operated remotely from two distant 'competency centres' – at Bristol and Milton Keynes – all linked by secure, encrypted dedicated MOD cables.

With the expertise grouped on two sites, rather than spread around the country, at various single-Service centres, there is also the benefit of shared good practice, which was not possible when technicians were scattered.

As the whole logistics operation is streamlined, there will also be considerable power consumption reductions – the aim is to drop from 1,200 servers to 300, resulting in a 250 per cent improvement in energy usage.

Having Boeing's clout behind the project means not only tapping into their expertise, but also piggy-backing on their commercial reputation.

For example, the Corsham centre has taken delivery from storage hardware firm EMC of a new storage array which LogNEC will test for them – an arrangement which demonstrates the advantage of partnerships based on trust as well as business acumen.

The LogNEC project relies on tried-and-tested products from the IT giants, including Microsoft, Cisco, IBM and HP.

Dave Bartlemay said that the tricky process of migrating systems to the data centre is being carefully managed.

"Any changes we bring through will be tested before production; then, when we upgrade we will have already tested it," he said.

"It will not affect personnel in the field."

But perhaps the biggest benefit from this exercise will come in the final phase – transformation, or bringing about business change in the MOD, which is likely to get under way next year.

"It's not just about the tin and wire – we want to use Boeing's expertise to transform defence logistics, not just the data," said Lt Col Ewell.

Dave Bartlemay said: "At the moment we are reducing costs and increasing reliability.

"That is the discipline we are trying to bring here, using a lot of groundwork done by Boeing back home.

"Boeing is so large they will encounter most of the problems we have found here as well.

"Boeing has five different spares centres around the world; any airline can order a spare and get it within 24 hours. That is what we are bringing to the MOD."

Reducing complexity and increasing common elements, along with all the other benefits built into the contract, means that 'new money' has not had to be drawn away from front-line operations to fund the programme – the beauty of LogNEC is that it is essentially self-funding, paid for by savings made in moving from old, inefficient and expensively-maintained legacy systems to streamlined, industry-standard hardware and software.

For example, by using commercial software Boeing estimates the MOD could save up to 30 per cent on licencing simply through economies of scale.

At the moment, the message to Naval Service logisticians is that you will probably not see any change in the system.

CRISP, the Comprehensive RNSTS Inventory Systems Project, will be there until the transformation of archaic RAF logistics information systems is tackled.

But at some point in the future, a Navy or Royal Marines logistician will be using common, familiar equipment and software to their Army and RAF – and many NATO – colleagues.

Single data sources across the Services will mean faster access rates and reduced chances of erroneous information.

"We are using Boeing's experience, tailored to our needs," said Lt Col Ewell.

"It's bringing the best of breed to what we need."



● *Members of the Commando Logistics Regiment train on Salisbury Plain to keep the supply lines open during an Afghanistan deployment*

Picture: LA(Phot) Pete Smith



Barry seeks Vanessa...

BARRY is seeking any information on Vanessa.

No, it's not a missing person appeal or a lonely hearts ad.

Barry is the borough in Wales, south-west of Cardiff, and Vanessa is HMS Vanessa, a World War 1-vintage V & W-class destroyer.

The ship was adopted by Barry after a Warship Week National Savings campaign in December 1941 raked in £214,000.

In recognition of the effort, a plaque was presented to the borough – but the whereabouts of the plaque is unknown.

Indeed, it seems the only known tribute to Barry's warship in the town is a small display in the Liberal Club in Thomson Street.

But Keith Greenway believes there should be more done to remind later generations of HMS Vanessa's exploits.

Keith said the plaque belongs in a heritage centre or museum, but that local historians were not aiming to recover other artefacts – they simply wish to acknowledge them and record their location.

It was suggested, for example, that the missing plaque was handed on to Reservist unit HMS Cambria after the mid-1990s – but once again the trail goes cold.

"Can a town so easily forget her own part played in history, or seemingly just not care?" he asked.

If anyone knows of any artefacts related to the adoption of Vanessa by Barry, please contact Keith at kgmaritime.research@googlemail.com

Monument move

THE central element of the COPP Memorial is expected to be delivered to the Hayling Island site by the Royal Engineers on Thursday July 12.

COPP was a covert operations unit based on the Hampshire island during World War 2, its membership mainly comprising of Royal Navy and Royal Engineers personnel.

Diamond Jubilee celebrated

MARKET Harborough branch members drank a tot of rum to celebrate the Queen's Diamond Jubilee at last month's meeting.

Chairman S/M Mike Middleton called 'splice the mainbrace' after a letter of loyal greetings was sent to the Queen and a reply received.

In the reply, the Queen asked the chairman to convey her warm thanks to branch members and sent her best wishes to all concerned.

£50 PRIZE PUZZLE



THE mystery ship in our May edition (right) was RFA Somersby, later renamed RFA Reliant.

Patrick Raines, of Malaga, wins the £50 prize for providing the correct answer.

This month's mystery ship, above, was one of more than a hundred ships built in her class.

Completed in mid-May 1954, she was recommissioned in March 1967 as a diving trials ship, complete with decompression chamber. Her area of operations included Scotland and Falmouth.

The ship was broken up in 1985.

(1) What was her name, and (2) at what shipyard was she built?

Complete the coupon and send it to Mystery Picture, Navy News,

Victims of Hood are honoured at Boldre

Early in the morning of May 24 1941, battleship HMS Hood engaged German warships Bismarck and Prinz Eugen.

The pride of the British fleet was hit by a plunging shell between the after funnel and the mainmast, and the ensuing explosion sank her within three minutes.

Of her ship's company of 1,418, only three survivors were found

floating, dazed, in the Denmark Strait.

The loss of this iconic ship was devastating.

To put it in perspective, it was the largest death toll of any single British warship – equivalent to the destruction of three regiments of soldiers in an engagement of less than 15 minutes.

More than 70 of those lost were teenagers, or boy seamen, aged 16 and 17.



● SHIPMATES from Brightlingsea branch met Lady Sarah Chatto during the 30th anniversary celebrations of the commissioning of HMS Illustrious. Branch chairman S/M Brian Goooge, vice chairman S/M Ron Underwood and S/M John Bines are pictured above with Lady Sarah. During the celebrations the ship's company was told that Lady Sarah would be taking over the duties of her late mother, Princess Margaret

RMA march in Arbroath

A DOZEN members of the East of Scotland branch of the RMA took part in the Arbroath Spitfire parade, commemorating the 70th anniversary of the raising of £5,000 by the town to fund a Spitfire – 'Red Lichtie'.

More than 450 people marched, including 70 Royals from 45 Cdo.

The branch also received a visit from a friend and loyal member, Steph Moran, the outgoing RSM of 45 Cdo RM.

Steph was presented with an East of Scotland wall plaque by way of a thank-you gift, and in return Steph presented the branch with an inscribed print of Operation Herrick, which now proudly hangs in the clubrooms of the Arbroath RBL Scotland, where the branch meets.

Steph also brought along his successor, Martin Small.

The branch has received a cheque for £330, donated by the RSM and members of the Sergeants Mess at RM Condor.

That and a cheque for £175 from Chic Grant (Outdoor Action) and Steve Milan (Abbey Inn) will go towards the fund for the Falklands Memorial Gates at Barry Buddon.

Churchill's response was to the point – "Sink the Bismarck" – which resulted in the loss of the German battleship three days later with the death of 1,995 of a ship's company of 2,200.

An annual service of remembrance is held at Boldre in the New Forest to remember the men who died and mark the loss of the much-loved British battleship.

But why Boldre? Vice Admiral Lancelot Holland, the commander of the British squadron of which Hood was a part, and his family lived locally and worshipped at St John the Baptist Church.

After the war, the Admiral's widow established the service, and it continues to this day.

Droylsden plea

DROYLSDEN members would like to see a few new faces alongside them in the branch.

With RNA branches across the country actively recruiting, smaller branches such as Droylsden are keen to see serving or ex-serving members of the Royal Navy on their books.

Shipmates meet at Droylsden Football Club, Market Street, on the third Thursday of each month at 8.30pm – and there is a complimentary tot of rum to boot.

Middleton meeting

THE HMS Middleton (L74) Association is possibly one of the smallest World War 2 associations still in existence, with a current membership of just 26 who served in the Hunt-class destroyer between 1941 and 1947.

Shipmates recently held their 28th reunion at the Leamington Spa RNA branch under president Capt R O Hann RNR (Retd), while the oldest member present was ex-Telegraphist Cyril Selby, who was 100 in May.

The association was formed in 1984 when 12 old shipmates gathered at the Rosyth commissioning of the younger HMS Middleton, a minehunter

Although the last of the three survivors, Ted Briggs, died almost four years ago, the Rev Frank Willett welcomed three former sailors from the ship in this year's congregation – Lloyd Adams, aged 96, Alec Kellaway, 94, and Keith Evans, 92, who all moved on before her last patrol.

Others present included relatives of sailors who died, members of the HMS Hood Association, led by Rear Admiral Philip Wilcocks (whose uncle died in Hood), the CO of HMS Collingwood Cdre Mike Mansergh, representatives of Boldre Parish Council and Lymington Town Council, and Sea Cadets from the City of London unit.

A moving sermon was delivered by the Rev Scott Brown, Chaplain of the Fleet, who saluted the resilience and courage of Service personnel throughout the ages while acknowledging the paradox of Christians serving in the Armed Forces also seeking to serve God who would have us turn our swords into ploughshares.

Following the service the sun broke through, giving members of the congregation the opportunity to enjoy tea and coffee *al fresco* and exchange yarns and reminiscences.

Next year's service will be held on Sunday June 2.

Shipmates bid farewell to Plymouth

FORMER sailors who served in a Falklands veteran frigate have held a final service of remembrance on the flight deck of their old ship before she is sent for scrap.

Members of the HMS Plymouth Association travelled to Vittoria Dock in Birkenhead where the Rothesay-class vessel, launched in her namesake city in 1959, has been awaiting her fate for the past decade.

Decommissioned in 1988, various attempts were made to convert HMS Plymouth into a museum ship, but eventually the cost of maintaining and berthing her became too great and earlier this year she was sold for scrapping in Turkey.

She claimed her place in history 30 years ago, when the surrender of Argentine forces in South Georgia was formally accepted in her wardroom during the latter stages of the Falklands Conflict.

Her helicopter helped sink the Argentinian submarine Santa Fe off South Georgia, and the Type 12 frigate was later damaged by bombs and cannon fire, injuring five men, but the bombs failed to explode.

Name added to memorial

THE name of a sailor who died in an accident in World War 2 has been added to the war memorial in Dewsbury.

OS Edward Farrance died on May 1 1942 when Tribal-class destroyer HMS Punjabi was rammed and sunk by battleship HMS King George V in thick fog while escorting Russian convoy PQ15 in the Norwegian Sea.

Edward was one of 49 crew who died when the ship was sliced in half, the aft section sinking rapidly and being racked by detonating depth charges.

Dewsbury resident David Farrance was researching his family history when he came across the story of Edward, David's father's cousin, and wondered why he was not commemorated on the town war memorial.

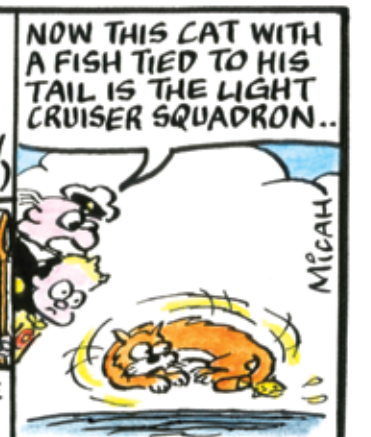
Former shipmate Ken Tipper was able to confirm details of the sinking, and in a rededication ceremony on May 20, Edward's name was added to the memorial.



● ROYAL Navy veterans salute the Queen as the Royal Barge passes HMS Belfast during the Diamond Jubilee Thames Pageant. See pages 26, 27 and 48 for further reports on the event

Picture: LA(Phot) Simmo Simpson

Naval Quirks



MYSTERY PICTURE 209

Name

Address

My answers (1)

(2)



Rita and Arthur rewarded

JUNE was quite a month for long-serving National Welfare Advisor S/M Rita Lock (*above*), who picked up an MBE and an RNA accolade.

Rita was educated at a convent in Newcastle upon Tyne then joined the WRNS as a Wren Sick Berth Attendant.

After serving for nearly two years she married a Royal Navy man so had to leave the Service.

They settled in Gosport where, in June 1960, Rita joined Gosport RNA Branch and Club.

Later on Rita started helping on the social side of the club and spent two years as club secretary and a further ten years as branch and club chairman.

In 1988 Gosport RNA put her forward for life membership and also made her a vice president.

During this time she was also very involved at Area level, serving as deputy National Council member (NCM) for many years and also as chairman, vice chairman and then NCM.

Rita served as NCM Area 3 and also as Overseas Representative and National Welfare Advisor.

Area 3 then made her a vice president.

Her husband Jan Lock was suffering from dementia so Rita left the National Council to care for him, though retaining the position of National Welfare Advisor. Jan is now in a nursing home.

At Conference National President Vice Admiral John McAnally told delegates that Rita had been made a vice president of the Association – which means she now holds this position at branch, area and national level.

And in the Queen's Birthday Honours list Rita was awarded the MBE for voluntary services to the RNA – and Rita is also a long-standing member (and former vice chairman) of the Unit Management Committee of the Gosport Sea Cadet unit.

S/M Arthur Gutteridge, secretary of Plymouth branch, was honoured for his contribution to the Association.

Arthur, who was awarded the BEM, has given sterling service to the RNA in the Plymouth Area and in particular to the mentoring of Part 1 Trainees at HMS Raleigh.

Stalwarts saluted

TWO former members of the National Council were singled out for praise by National Chairman S/M Chris Dovey during his address to Conference.

"Bill Murray, who is sadly no longer with us, always spoke his mind on NC but also generously gave credit where it was due," said S/M Dovey.

"He has been badly missed, but we have a very able replacement for 2 Area in Mick Cox."

"And just last Saturday we said goodbye to Terry Halder – in his own words a bolshy ex-Marine – and a former National Vice Chairman."

"Terry has had to resign on health grounds... but the National Council is delighted he was able to join us briefly today so that we could recognise his long service as a National Council member, a former national vice chairman, and an excellent servant of his branch and area."

"The National Council yesterday voted unanimously to make him a National Life Vice President."

No question over success of West Lothian

No 3 AREA and Gosport branch retained the recruitment trophies they won at last year's Conference in Plymouth.

Area 3 took the Sword of Honour for the area achieving the greatest increase in full members, while Gosport managed the same feat in competition with other branches of more than 30 full members, winning the Briggs Dirk.

The Briggs Rose Bowl for branches of fewer than 30 full members recruiting most new full members went to West Lothian branch.

In the competition for overseas branches, the certificate for branches of more than 30 full members went to Eastern Cyprus, while the corresponding prize for fewer than 30 full members was picked up by Vancouver Island branch.

The Tasker Bowl, awarded to the area returning most Gift Aid forms, was awarded to No 4 Area.

Two other awards of note were made. A certificate marking 50 years of distinguished service was presented to S/M Audrey Lawson, of Durham branch, while S/M Michael Logan received a certificate marking his 100th birthday.

Conference template agreed by delegates

NEW guidelines over the staging of future annual conference were accepted by delegates.

A Conference Study Group was set up by the National Council as a result of a decision at the 2010 Conference, and draft guidelines were circulated to branches and areas, seeking their views.

The five proposed guidelines dealt with:

- 1 Location (taking into consideration ease of access and

affordability);

- 2 Dates (preferably between first weekend after late May bank holiday and second Saturday in June);

- 3 Nature of venue (including a preference for a single venue);

- 4 Weekend programme;

- 5 Reporting.

S/M Chris Dovey said that as only four responses were received, National Council took the view that the vast majority of branches and areas were content with the

guidelines, which were put before Conference for formal adoption in National Motion 3, which was seconded by Tenbury Wells.

Many delegates acknowledged both the pros and cons of the guidelines during their statements to Conference, or backed some of the five guidelines but opposed others, making it difficult for them to firmly support or oppose the motion as a whole.

That was put into words by S/M Arthur Gutteridge (Plymouth),

who said he really needed to speak into a microphone in the middle, rather than for or against.

The chairman of the Standing Orders Committee, S/M Jeremy Owens, also pointed out that ideas or objections raised at Conference could be incorporated into the guidelines if of sufficient merit.

Several delegates from far-flung branches objected to a proposal within the guidelines to hold conferences within an area bounded by Blackpool, Leeds, Worcester and Northampton, saying it meant they would always be required to travel a considerable distance.

S/M Dave Tollerton (Crosby), opposing the motion, said that guidelines on location could not suit everybody, and that they did not preclude a branch from bidding to hold conference.

The National Council view on each guideline was explained; the Londonderry conference, held in one location, was picked up, as were changes to the programme, such as the dropping of the "us and them" President's dinner.

But the recommendations of the Conference Study Group were each taken on merit by the National Council, which is why the report was not taken *en bloc* but adapted as necessary.

S/M Tollerton added that there was no restriction on holding a conference outside the 'recommended' central area – any branch or area was at liberty to bid for it.

National President Vice Admiral John McAnally also pointed out that "a guideline is something to be considered and reported against – it is not something that has to be followed. It is not mandatory."

The guidelines were adopted by 49 votes to 18.



● NEWCASTLE saw the handing over of the National Standard by S/M Bob Coburn (Scottish Area, left) to his successor S/M Steve Susans (No 2 Area), who recently won the national title in a competition just weeks before Conference. Looking on is National Ceremonial Advisor S/M Mick Kieran

Conference pictures: S/M Nigel Huxtable (RNA HQ)

'Adapt or die', shipmates warned

ASSOCIATE members of the RNA will be able to act as delegates for their branch at area meetings and Conference provided they have served at least three years of continuous membership.

S/M Nigel Trigg (Hereford) stood in to propose the motion, pointing out that his branch secretary has been an associate member for 13 years, and Stroud branch was in the same position.

"We should be democratic about this as an association and welcome these people as equals."

But S/M Arthur Gutteridge (Plymouth) opposed the move, saying: "We are an association for members who have served under the White Ensign, and at this time the link with the Royal Navy is being enhanced."

"Those presently serving, and those who have served, are the only ones who can ensure the continuity of our association."

"No disrespect to our associate members – they are our backbone, they are the backbone of many branches, support ex-serving members with great enthusiasm, share the inherent warmth of membership and make a major contribution to our organisation."

"Our motto dictates our core values, and the reality is

our associates will never inherit the ethos and the intrinsic characteristics of our full members."

He added that it would be "a very perilous path for the RNA, as a pedigree Naval association, if decisions that could determine our future strategy were made by those who had never served."

S/M Trevor Howard (St Helens) agreed; associate members were good members, but he asked delegates: "Do you want

to be a Royal Naval Association or an association of people who would have liked to have served at sea?"

S/M Tug Wilson (Frome) reminded delegates that the motion referred to delegates, and that if members have paid their dues and observed the rules, their branch should be represented.

"We're supposed to be a democratic organisation, not a bloody old man's club," he said. "If we don't adapt we'll die."

Operation showed value of Royal Navy

CAPT Steve Dainton, CO of HMS Cumberland during the early stages of operations off Libya last year, outlined his ship's contribution to the campaign.

The officer said events demonstrated the flexibility and adaptability of maritime forces, the value of graduated diplomatic pressure and the quality of personnel, as outlined by Rear Admiral Hockley in his address to Conference.

The frigate was involved in Operation Deference and Operation Ellamy, evacuating over 450 people from danger, then supporting the campaign to protect Libyan people against the Gaddafi regime's attacks.

Capt Dainton described the efforts of the ship and her personnel in a rapidly-changing scenario at the end of a long, gruelling patrol East of Suez.

The Type 22 had to cope with tired refugees while staying alert to threats, but the good nature of the sailors shone through, with some humorous moments.

One memory was of a passage from Benghazi to Malta, in rough seas when many fell seasick.

A middle-aged lady sat in the main passageway "with her head firmly wedged inside a bucket".

The ship's Executive Warrant Officer WO Johnny Lambert tried to comfort her and cheer her up.

"She raised her head from the bucket and she said to him: 'Do you know what, Johnny?'" said Capt Dainton.

"Yesterday in Benghazi we were chased through the streets by machete-wielding thugs, we were shot at by Gaddafi's troops, we were attacked by helicopter gunships and we were robbed by a gang of mercenaries. I honestly thought I was going to die."

"But today, in HMS Cumberland, with the weather like this, I wish I was bloody dead."

The officer reminded his audience that maritime units were the first and last involved off Libya.

Admiral sees RNA as a 'key ally' of RN

GUEST speaker Rear Admiral Chris Hockley told delegates that the Royal Navy provides a crucial diplomatic service for the country which is often unappreciated.

Saying that while the Navy has embraced technology and tactical developments, it is the people "that make the Royal Navy what it is today, and continue to make us the envy of the maritime world."

He pointed out that the prosperity of the country relies on free passage on the high seas and stable global markets.

"In a globalised world we must have the ability to respond to any event that threatens our economy of national interests."

He continued: "Unlike our sister – more junior – Services, the Royal Navy can act very firmly and decisively in the diplomatic arena as well as in that of the high end, enforcing and military intervention."

"We can poise within easy reach of an actual or potential trouble-spot, but because it is over the horizon, in international waters, thus out of the sight of the media, it creates no immediate diplomatic sensitivity in the way that other forces, by the very nature of having to have boots on their territory, or planes in their airspace, may do."

"Neither does it require prior approval of, or licence by, the international community."

"A ship or task group, with aircraft carriers and embarked Royal Marine brigades, can sail before even a United Nations mandate is considered, let alone debated."

"When required, it can close the coast of a nation state, even transit territorial waters, exercising an internationally-recognised right of innocent passage."

"Or we can conduct operations in those waters when either the foreign state or the international community decide it is appropriate."

"The key is that ships, sailors and Marines give politicians a large range of options at the right-hand end of diplomacy before falling into the right-hand end of war-fighting, helping to prevent its failure and thence increasing the chance of peaceful settlement."

"Don't get me wrong – being there is only any good if you are recognised as a credible war-fighting force."

"There is no deterrent if you are not prepared to use it, or if, when used, it frankly isn't anything to worry about."

"The First Sea Lord calls this engagement without embroilment."

Admiral Hockley pointed to operations in Libya last year as an example of that.

He went on to speak of the future shape of the Royal Navy, and the vital contribution that the RNA will have in support of the RN.

"I am hugely aware that one of our key allies in our efforts to look after, train and mentor our people, both past and present, is the RNA, and I would like to put on record my public and personal thanks to the Association and you, the membership, for your absolutely vital contribution to that all-important of tasks."

The Admiral went on to praise the scale and range of tasks the RNA perform, from mentoring trainees, in both Part 1 and Part 2 training, to offering support and advice to Service leavers through the Shipmates scheme.

"The support that the RNA provides is important, and will continue to be important in the future," he continued.

"In imparting the values and ethos of the Royal Navy into new generations those values that so many of us take for granted can be passed down and continue."

In conclusion, Admiral Hockley said: "There has been real vigour and drive in the RNA over the past few years."

"I hope that you enjoy the conference and continue to make the RNA relevant to the past and vital to the future."



Audit rule change will save money

THE first motion considered by Conference was over the wording of rules which referred to the 'auditing' of accounts when an audit, in strict legal terms, is not actually necessary.

National Chairman S/M Chris Dovey explained to delegates that the Association's accountant, Kevin Cornelius, had raised concerns at a meeting earlier this year over RNA Rule 9f, in relation to the presentation of annual accounts.

By referring to 'audit', that meant "in legal jargon" a statutory audit was required; Mr Cornelius advised that because of the various gross income thresholds even the RNA national accounts themselves need only be subject to an 'independent examination' rather than full audit – which could cut HQ costs by around £4,000.

Since almost all accounts throughout the Association would be similarly affected, the accountant suggested a change to the rules to reflect this – further reducing costs at lower levels.

An original National Council motion offered a new form of words, but even this caused some concern, said S/M Dovey, as most branch and area income meant their accounts did not even require independent examination under current laws, being simply subject to "internal scrutiny".

In effect, said S/M Dovey, most branches and areas have been following the law but breaking their Association rules, so a change in the rules would square this up, and S/M Dovey suggested any local rules be examined to ensure they also fall into line with the national changes.

The two-part motion, covering areas and branches in 1a and the top-level Association accounts in 1b, were seconded by **Tenbury Wells**, and as no debate was required, the both parts of the motion were carried almost unanimously, with just two out of 78 against 1a and one abstention for 1b.

Divided opinions over membership

A BID to take the RNA out of the International Maritime Confederation (IMC) was defeated.

National Council offered two options for delegates to debate – 2a, seconded by **Leyland**, proposed that "the Association leave the IMC as soon as current membership expires", while 2b, seconded by **Tenbury Wells**, suggested that, "noting progress made by the IMC, the decision as to whether the RNA should remain a member of the Confederation, or leave it, be postponed until Conference 2013".

The reason for the alternatives was that the National Council itself could arrive at no clear-cut recommendation.

And that inability to reach an agreement extended to the delegates as they debated the pros and cons of membership.

S/M Chris Dovey reminded delegates that they had already postponed a decision at last year's Conference to avoid the embarrassing situation of Vice Admiral McAnally seeing his own Association pull out while he had presidency of the IMC.

But S/M Dovey added that under subsequent German leadership a number of encouraging initiatives, including closer international ties and twinning arrangements, as well as better value for money for all members, showed promise, and as such initiatives required more time to bear fruit, the RNA National Council could not come up with a definitive recommendation.

Leyland delegate S/M Fred Martin said the IMC was "almost a secret society" and asked delegates "should we be spending

Lost work by Poet Laureate unearthed

A 'LOST' work by former Poet Laureate John Masefield has been discovered in the archives of the Royal Naval Association.

National President Vice Admiral John McAnally told delegates that earlier this year a search at RNA headquarters turned up an unexpected item.

"This was a copy of a poem by the famous poet John Masefield, written in 1952 at the request of our national council when he – Masefield – was the Poet Laureate," said Admiral McAnally.

"The poem was published in the programme for our 1952 reunion in the Albert Hall.

"This was during the time after the death of King George VI but before the coronation of Her Majesty the Queen, and the wonderful poem speaks of the challenges facing our new Queen and the way in which her sailors would be thoroughly behind her.

"During his investigations, which necessarily had to be quite comprehensive, Paul [General Secretary S/M Paul Quinn] has been able to establish with Masefield's biographer that this verse is unrecorded anywhere else and therefore unknown to academia and literati.

"He checked with Masefield's nephew, who is the trustee of the

Masefield estate, and he has been unable to find any other copy in his uncle's papers.

"Paul has also managed to trace four letters from the RNA to John Masefield and his replies, and they were actually tracked down in a document depository in, of all places, Austin, Texas, in the United States.

"National Council believes that it is very appropriate that this poem, written 60 years ago, should be presented to Her Majesty the Queen – our patron – as a Diamond Jubilee gift from us all, and I am delighted to tell you that Her Majesty has graciously consented, to accept this gift."

Admiral McAnally said it would not be possible to present it formally to the Queen, but that she has allowed the RNA to borrow it back and display it at Headquarters.

The Admiral also said the National Council had decided that every member of the Association who wanted one could have a special certificate which records the acceptance of this gift by their patron and also has the full text of the poem – the Masefield estate has agreed to waive any copyright fees.

The Society of Authors acts on behalf of Masefield's estate, and have kindly allowed us to reproduce part of the poem – the last two stanzas:

*We, as her sailors, guardians of her shore,
Who watch the stars for her on every sea,
Pray that the banner that her fore-bears bore
May fly unsmirched whatever tumults be,*

*That whatsoever dangers front the race
We sailors may be such as they have been,
Indomitable daunters of disgrace,
The human hands of HIM who saved the Queen.*



● Standards lined up in St Nicholas Cathedral

Heroes are honoured

NAVAL heroes of the distant and more recent past were remembered at the Conference church service at St Nicholas Cathedral, led by the Rev Scott Brown, Chaplain to the Fleet.

A wreath was laid at the foot of the Collingwood memorial, remembering the son of the North-East who completed the victory at Trafalgar after Nelson died on board his flagship.

And on the 30th anniversary of the missile attack on HMS

Glamorgan, victims of the Falklands Conflict were also honoured.

Watched by hundreds of spectators, and led by the band of South Shields Sea Cadet unit (see page 47), a parade of around 80 RNA members and more than 20 standards moved from Bigg Market to Eldon Square, where a wreath was laid at the war memorial and National President Vice Admiral John McAnally concluded Conference business with a final address to members.

Ray of light in economic gloom

HONORARY Treasurer S/M Ray Barraclough reported "another year of satisfactory progress" – a noteworthy performance in a period of economic gloom.

S/M Barraclough said the overall net movement in funds for the year resulted in a surplus of £6,466, with income from subscriptions – the Association's main source of income – falling as expected from £177,000 last year to £169,700 in 2011.

This reflects the increasing age-profile of members and the demise of 14 branches, although Gift Aid contributions increased by ten per cent.

A VAT refund of more than £30,000, plus a grant from Cairncross Royal British Legion – used specifically to fund the new marketing campaign – were most welcome, and helped boost the total real income figure by almost £50,000 over last year.

"Most expenditure items were less than the costs for 2010 as a result of very good housekeeping and belt-tightening by the HQ staff and officials during 2011," said S/M Barraclough.

"Publicity, recruiting and advertising, which also includes marketing, was under budget."

Thanks for hard work

THIS year's Conference saw a streamlined agenda in terms of reports by national officers, with National Chairman S/M Chris Dovey covering the main points in his address to delegates.

And there were plenty of people for S/M Dovey to thank during a year of progress.

First were the small group of "friendly and dedicated" HQ staff who have kept a tight grip on costs and played a major part in "a quite remarkable accounts year."

HQ staff were also praised for their ambassadorial role when Part 2 trainees visited Portsmouth Naval Base for their Heritage Day, with young ratings and officers visiting HQ for a chat – and also for staging the popular HQ Open Days.

S/M Dovey updated delegates on progress made with the partnering agreement with the Royal Navy, which replaced the Memorandum of Understanding.

The new arrangement, he said, "creates a much stronger link with the Service and has received great support from the highest levels within the Navy."

As a result, Second Sea Lord Vice Admiral Sir Charles Montgomery invited National President Vice Admiral John McAnally to chair a gathering of the main Naval service associations "with a view to creating a forum through which a collective voice for Naval veterans' issues can speak of its concerns to the Navy Board."

The RNA is now at the forefront of the newly-established Conference of Naval Associations.

The Shipmates campaign, officially launched at Plymouth last year, has seen more than 600 sailors contacted, putting them in touch with 135 branches.

S/M Dovey said S/M Andy Christie has established a firm liaison with all the regional Service resettlement advisers, and at the RN's request the scheme covers all Service leavers, not simply those made redundant.

The scheme aims to give sailors a point of contact in their home area, offering advice and links which will be useful to a sailor adjusting to civilian life.

"It will take time for Shipmates to mature into the source of new members we want to see, but the early shoots are very encouraging," said S/M Dovey.

"We must make sure that we provide the welcome needed to ensure those shoots grow."

He added: "Our greatest asset in growing our membership is members making personal contact and providing a welcome, friendly face."

S/Ms Rita Lock and Paul Harries were congratulated for organising successful welfare and clubs seminars over the year, while branch officers seminars are being considered, based on the branch officers' handbook produced by S/M Nigel Huxtable at HQ.

And there were words of praise for Kevin Cornelius, from Brooms Professional Services Ltd of Benfleet in Essex, now in his 30th year of auditing the RN accounts.

A year in the Reserves

SINCE 2003 over 1,700 Maritime Reservists have been brought into Service, a number of whom have completed multiple periods of mobilised service.

Mobilisation is the process by which members of the Reserve Forces are brought into regular service.

Based within NPT (Reserves) the Mobilisation Team liaise directly with the Augmentation and Crisis Management Planning cell (ACMP) and the reserve branch managers to identify the most suitable candidates to fill operational posts worldwide in support of RN and Defence objectives.

Before a reservist may be called into Service, a Government Call-Out Order must be authorised by the Secretary of State for Defence.

Personnel are selected through Intelligent Selection to ensure that reservists who are put forward are both appropriately trained and personally prepared.

Throughout the process the reservist's employer's views are taken into consideration.

Once accepted into service, a reservist may be retained in Permanent Service for a period of up to 12 months depending



Drafty's corner

upon the operation that they are supporting.

During this period a mobilised reservist is, to all intents and purposes, a regular.

Throughout 2011, 108 Maritime Reservists mobilised in order to provide niche capabilities in support of a wide range of operations including Herrick, Atalanta and in the Gulf.

When operations off the coast

of Libya began, a number of Maritime Reservists readily made themselves available, mobilising and joining their units at short notice.

At the time of writing, 44 personnel have been mobilised in 2012.

The Maritime Reserve (MR) continues to support the UK's Main Effort in Afghanistan with the timely provision of suitably trained personnel in a variety of roles including Royal Marines Reserve personnel.

Twenty RMR personnel will deploy to an upcoming Afghanistan deployment.

The Royal Naval Reserve provides a wide range of capabilities including Medical, Intelligence, Media and Information Operations.

A similar range of skill-sets are provided to UKMCC, Bahrain while the RNR Maritime Trade Operations specialisation maintains a team of six reservists with support from three regular ratings in UKMTO, Dubai.

In addition to maintaining this operational tempo, the MR will be mass mobilising nearly 350 personnel to support the London 2012 Olympic Games.

Some 220 RNR and 80 RMR personnel will undertake security tasks in support of London Organising Committee of the Olympic Games in and around the Olympic venues.

In addition to these 50 MR personnel from eight different specialisations will support security tasks including personnel from 2 Raider Troop, RNR divers and Ship To Objective Manoeuvre (STOM) officers.

Based in London and Weymouth, afloat and ashore these personnel will provide niche capability to MOD commitments to the civilian authorities.

This is the largest number of Naval service personnel to pass through a Mobilisation Centre since World War 2 and represents a particular challenge to the NPT.

This has presented the mobilisation team with the opportunity to work more closely with their opposite numbers at the Army's Reinforcements Training and Mounting Centre.

The challenge has been met head on and the Maritime Reserve will both deliver to the Olympic Games and continue to meet its operational commitments worldwide.



● Launch of Armed Forces Day in Scotland at HMS Caledonia
Picture: Mark Owen

Gearing up for Armed Forces Day

A ROYAL Marines Band joined representatives from all three Services to launch Armed Forces Day in Scotland.

This will have been the fourth Armed Forces Day, this year due to take place on June 30, just before this edition hits the shops.

The focus of the national event, an annual opportunity for the nation to celebrate the Armed Forces, was Plymouth this year.

However despite it being the south-west's turn for the main hosting duties, Scotland has thrown its own national weight behind it.

Commander Headquarters Edinburgh Garrison Col Philip Bates said: "Local authorities and communities across Scotland are really working hard to provide a great day full of celebrations in support of our Armed Forces."

Cdr Sarah West, Commanding Officer of HMS Portland, said: "I would like to thank local communities for their continued support."

"HMS Portland's ship's company will be taking part in Edinburgh's Armed Forces Day event in Princes Street Gardens."

www.armedforcesday.org.uk

NAVAL FAMILIES FEDERATION

Rain or shine, there'll always be NFF

THE WEATHER may have left some of us scratching our heads about the time of year, however, summer really is here and the pace is showing no sign of slowing, writes Jane Williams of the Naval Families Federation.

The planned Federation Ministerial brief for June had to be re-scheduled due to government business.

The result being the NFF brief has been sent to the Minister, Andrew Robathan MP, Minister for Personnel, Veterans and Welfare, to read and digest.

The busy diaries that are affecting all mean that plans can change at the last minute and being responsive and nimble are important skills for all of us...

It will therefore come as no surprise that this article in *Navy News* looks different to the one planned, however, we felt that readers would want to have a summary of some of the subjects that are included in our submitted script:

There remain some areas that form a basis for discussions across all Services; Housing and Education being amongst the biggest topics, but part of the aim of the Ministerial meeting is to provoke thought in areas that are not always immediately obvious as having an impact on family life.

Lifting the mist and giving decision-makers a chance to understand that each of the services has different working and therefore home lives led to the first point:

■ A meeting with the Secretary of State

Difficulties for not only families but also staff working within the newly-formed HASCs led to the next point:

■ A commitment to properly resource the areas of MOD that directly impact on our families liberating the Federations to do what we should be doing, proactive rather than reactive work and fire-fighting.

A request for feedback from families of those Service Personnel who have suffered injury motivated the subject of:

■ A formal study into the positive and negative experiences of the families of the injured

The continued commitment the Naval Service offers to support events beyond the 'normal' fighting arms of the Royal Navy:

■ And some formal recognition from the Government for families and serving personnel who are being asked to go the extra mile in support of the Olympics.

As ever, your feedback and comments form the basis of all our discussions. What would you wish to highlight to the Minister? Please get in touch.

A Busy Summer

We shall be attending Families Days for HMS Sutherland, CTCRM Lympstone, RM Poole, Hasler Company, HMS York, 45 Commando, HMS St Albans and HMS Bulwark (so far confirmed), plus an information day at 40 Commando.

If you are attending any of these events or if you spot our NFF stand out and about, please come over and meet the team, we would be delighted to answer any questions that you may have.

BFPO addresses to be recognised for online shopping and by Credit Ratings Agencies

Service personnel and their families serving overseas or onboard HM ships and submarines can experience difficulty when purchasing online products and services, due to the inability of websites to recognise

BFPO addresses.

An additional issue is that BFPO addresses are not recognised by credit reference agencies when determining credit ratings; causing rating deficiencies for those serving overseas.

One of the aims of the Armed Forces Covenant is to improve the access of personnel to commercial products and services.

BFPO and Royal Mail have worked together to solve these issues by introducing a UK 'shadow' postcode database for all BFPO addresses.

In addition to improving access to a range of online services and making it easier to access Government online services, this will assist credit reference agencies with their assessments, so personnel serving overseas can maintain a UK credit history that is recognised by financial service providers and in turn improves access to financial products.

The solution has been achieved by linking each BFPO number with a unique UK style (non-geographic) postcode. The new post codes are a commercial product; the MOD and Royal Mail cannot tell companies to buy them.

It is anticipated that credit rating agencies and Government Departments will be among the first to use the new postcodes and that other companies will begin to update their internet services in due course.

Service personnel serving overseas are encouraged to provide feedback to their Chain of Command.

You can also send feedback to BFPO: DESBFPO-Enquiries@mod.uk or DES BFPO-ENQUIRIES.



Further details are available on the BFPO section of the MOD website or personnel can see 2012DIN01-103 on the Defence Intranet.
NFF now on LinkedIn.

LinkedIn is the business equivalent to Facebook and the NFF now has its own group.

Connect with us to keep up to date with information and join in with discussions.

An update from last month's *Navy News* article.

The planned 'go live' date for the enhanced e-1132 (application for Service Families Accommodation) changed from May 29 to June 20.

The date changed after *Navy News* had gone to press, so we apologise for any confusion this may have caused.

Feedback is still being requested by both DIO and the Chain of Command; please go to www.nff.org.uk to complete our on-line feedback form.

Your experiences form the basis of our discussions.

To get in touch with the NFF: tel: 02392 654374, email: Admin@NFF.org.uk or write to Castaway House, 311 Twyford Avenue, Portsmouth, PO2 8RN.



THE Reach Society Careers Fair was held on HMS President in a sunny April. The event focused on black youth, and all three Services were there to welcome visitors, along with Welbeck Sixth Form College.

In among the visitors exploring the Reserves base, meeting with the military and building Type 45 destroyers out of plastic bricks, the Diversity Awareness teams from all three Services took advantage of the opportunity to promote Armed Forces Day.

If you would like to find out more about Diversity Recruitment, please contact CPO Chris Eade on 020 7414 3874.

Watch out for TwoSix

THE latest edition of *TwoSix.tv* features the Fleet Commander's annual message, Cdr Barrand updating on divisional matters, interviews with members of the Naval community, and an Olympic update on board HMS Ocean.

The DVD has been aligned with the Personnel Support Brief to provide an enhanced package for sharing information. If you want to get your message out through these pages or the *TwoSix*.tv DVD, please contact:

■ Pauline Aquilina: 9621 85984

■ WO1 Russ Billings: 93832 5081

Pauline Aquilina is also the first point of contact for the RN Facebook site.



What the Better Working project will do for you

THE Transforming Defence campaign has three strands:

- Transforming the Armed Forces;
- Transforming how the MOD works;
- Transforming our behaviours.

The 'Better Working' project supports the third of these, writes *Capt Richard Thomas, RN DRI Business Change Manager.*

Transforming our Armed Forces was born out of the Strategic Defence and Security Review (SDSR) published in October 2010 and led to the recent Navy Command Review recommendations for non-frontline manpower reductions.

It aims to deliver the maximum defence capability we can with the resources available.

In June 2011 Lord Levene made 53 recommendations for Transforming the MOD.

These are now being implemented and driven forward by the MOD Defence Reform Unit.

Navy Command is playing an integral part with plans to introduce a new Operating Model by 2013.

There will be more about this in autumn editions of *Navy News*.

The HQ will continue to adapt in the months and years ahead, becoming more strategic in its outlook and assuming greater responsibility for the planning

and delivery of the Royal Navy's outputs.

As a result of the manpower cuts required by the SDSR and Lord Levene's recommendations for improvements, we will have to deliver the same outputs with fewer people, both civilian and military.

The RN's Defence Reform Transforming our Behaviours project will help us to achieve this through 'Better Working' which aims for smarter working with fewer people and a new, streamlined organisation.

The project is being rolled out in phases in Leach Building throughout 2012 ahead of subsequent implementation across the entire Navy Command in Spring 2013.

It draws on lessons learnt from previous change programmes, management best practice and consultation with the workforce.

The phased approach allows our leaders to take ownership of delivering the behaviours required and also gives staff time to consider the opportunities.

The Behaviours project is currently made up of three workstrands:

■ Ten Small Steps to Better Working. Under the headings of Better Motivation and Doing Things Better, this pragmatic advice reminds busy staff members how they can increase their day-to-day efficiency.

As the first element of the

change programme, they are an introduction to the more profound changes that will be required next year.

Feedback from NCHQ on the effects of Ten Small Steps will be sought through the autumn of 2012, ahead of a wider distribution across the Command in spring 2013.

■ Coaching will be provided to NCHQ Line Managers throughout the summer of 2012 by members of the HQ's Coaching Advisory Team (CAT).

Conducted within 1* business areas, workshops will provide tailored advice for each area's challenges to improve performance, communication and receptiveness to change.

The CAT will advise how coaching skills can be used to support and empower staff.

With coaching already a CNPT/2SL mandated requirement, this workstrand adds new vigour and focus to a Naval Service requirement.

■ Induction and Continuation Training at NCHQ is being refreshed.

The prerequisite for effective working is having the appropriate tools and training to do the job.

The induction package in the HQ is now being formalised and enhanced to ensure that everyone has been fully prepared ahead of taking on their responsibilities.

Whilst each establishment will have its own induction

programme, the principles and best practice of inducting our new joiners will be shared across the Naval Command in the New Year.

The Better Working project also seeks to assist in improving our Electronic Ways of Working (E-WOW).

Information Management is a related project which aims to deliver improvements to Dii across the Command.

Following the successful migration of their data onto the new MOSS Teamsites, NCHQ business areas, led by their trained Information Managers, will consider how best to optimise their E-WOW so as to ensure that the computer works for them rather than the other way around.

Again, once best practice has been identified it will be made available across Navy Command.

As Better Working progresses throughout the year the NCR team will keep you updated with progress; in the meantime should you want to know more on any specific aspect of NCR the NCHQ Knowledge Wall is a good first port of call for those working in NCHQ.

As rollout to the wider NS takes place, the RNIC Hub will become the one-stop shop.

In the meantime if you do want to know about Navy command's Better Working your questions can be emailed to Caroline McTavish at [FLEET-CI-SO2C ASSURANCE / caroline.mctavish507@mod.uk](mailto:caroline.mctavish507@mod.uk).



148 Meiktila: Not your normal day in the office

LIFE with 148 (Meiktila) Commando Forward Observation Battery is not so predictable...

Parachuting, helicopter-abseiling, skiing, fast-roping, and more – it's not your average day in the office.

148 Cdo FO Bty, in its abbreviated form, is part of 29 Commando Regiment Royal Artillery – but there's a distinctly dark blue thread in this army artillery unit.

If you're interested in a role that is like no other in the Naval service, there's an aptitude course set up for October this year at RM Poole.

The Navy guys (and it is male only) provide Fire Support Teams (FSTs) to advance and pre-landing force operations.

Within the teams, personnel are trained in coordinating and delivering artillery, mortars, GMLRS (guided multiple launch rocket system), close air support, attack helicopter and naval gunfire support – or in other words, a lot of bangs for your buck...

And the fire support teams hit the ground running, whether arriving by parachute, submarine,

helicopter, boat, vehicle, ski and foot.

Before joining 148 Cdo FO Bty RA, volunteers must pass the aptitude course and gain a positive recommendation.

But be aware – this isn't a course intended to get you fit, it's about whether you're already fit enough to join the Battery.

Expect to be put through your paces in running, swimming, map-reading, boating, abseiling, rope-climbing and weighted marches.

The Royal Marines Basic Fitness Test, RM Swim Test and the Combat Fitness Test are criteria tests – personnel are strongly encouraged to get in touch with their local PTIs for some physical preparation.

The next aptitude test is at RM Poole on October 15 to 26.

Anyone interested should contact CPO(CIS) Gary Glenister on 93884 2276 (01202 202276) or dii email 3COX-29 CDO-148 BTY CPO CIS.

■ More detail can be found in RNTM 115/12: RN Aptitude dates for volunteers to serve with 148 (Meiktila) Cdo FO Bty RA.



Immigration and nationality changes

NAVAL personnel should be aware of changes to government family migration policy, which were announced on June 11 and come into force on July 9.

The changes will affect anyone who wishes to bring family members from a non-European Economic Area (Non-EEA) country to the UK.

However transitional arrangements have been agreed for members of the UK Armed Forces and their families, who will not be affected by these changes until April next year at the earliest.

The changes in policy announced by the Home Office are designed to ensure a sustainable level of family migration into the UK which does not become a burden to the UK tax payer.

From July 9 changes will include:

- the introduction of a minimum income threshold;
- the introduction of a five-year probationary period for settlement;
- immediate settlement on arrival will be abolished for migrant spouses and partners who have been living overseas for at least four years;
- adult and elderly dependants will only be able to settle in the UK if they can demonstrate that they require a level of long-term personal care that can only be provided by a relative in the UK.

For more information: RNTM 138/12: Immigration and nationality – notification of forthcoming changes to Government family migration policy.

Where to look

DEFENCE INTERNAL BRIEFS

31/12: Armed Forces Redundancy Programme – Announcement of Service personnel selected for Tranche 2 Redundancy: Personnel of all three Services were notified if they had been selected for redundancy in this second tranche of the Armed Forces Redundancy Programme. The Chief of the Defence Staff, General Sir David Richards, on June 12, issued a statement to all Service personnel regarding the Armed Forces Redundancy Programme second tranche notifications.

30/12: Prime Minister and Secretary of State for Defence send thanks for Op Escalin: The Prime Minister and the Secretary of State for Defence issued messages of thanks to all those involved in Operation Escalin, launched to mitigate the effects of possible industrial action amongst road fuel tanker drivers in Great Britain.

29/12: Message from HM The Queen to the Armed Forces: HM The Queen has written a letter of thanks to the Armed Forces for the parade and Muster for her Diamond Jubilee. The full text of her letter can be found in the DIB, and is sent along with the best wishes from the Chief of the Defence Staff, General Sir David Richards.

DEFENCE INSTRUCTIONS AND NOTICES

DIN 2012 DIN01-141: Voluntary Transfer of Naval Service Personnel selected for Compulsory Redundancy in Tranche 1

DIN 2012 DIN01-138: Voluntary Transfer of Army Personnel selected for Compulsory Redundancy in Tranche 2

DIN 2012 DIN01-133: Updated Process for POAEMs to Transfer to the AET Stream

DIN 2012 DIN01-131: MOD policy in handling overpayment/underpayment cases

DIN 2012 DIN01-128: United Kingdom Special Forces Selection – Medical Standards

DIN 2012 DIN01-127: RN and RM Officers: 2013 Transfer, Promotion & Sea, Air and Command Selection Boards – Instructions to ROs & Administrators

DIN 2012 DIN01-126: Update on status of BR8374 (Officers' Training Regulations)

DIN 2012 DIN01-125: Naval Service Appraisal Recommendations – Managing Expectations

DIN 2012 DIN01-124: Use of Supplements by Members of the Armed Forces

DIN 2012 DIN01-123: Commando Helicopter Force (CHF), Mobile Air Operations Team (MAOT)

GALAXY MESSAGES
Galaxy Message 20-2012: Naval Service Redundancy Programme

Galaxy Message 19-2012: The Royal Navy's Contribution To The 2012 Olympic And Paralympic Games

Galaxy Message 18-2012: Operation Escalin

Galaxy Message 17-2012: The Armed Forces Compensation Scheme (AFCS) – Video Launch

Galaxy Message 16-2012: Design Of Future Nuclear Deterrent Submarines - Announcement Of Successor Contracts Signature

ROYAL NAVY TEMPORARY MEMORANDA

RNTM 127/12: RN Central Skill At Arms Meeting (CENTSAM) June 22 – July 6 2012 Instruction

RNTM 126/12: Amenity Fund Grants Including: The Naval Service Amenity Fund and The Nuffield Trust for the Forces of the Crown

RNTM 125/12: BSc Hons Degree in Logistics Management for Royal Navy Logistics Branch Personnel

RNTM 124/12: MOD Maritime Explosive Regulations Release of JSP 862 Part 1 Issue 4 Amendment 1

RNTM 123/12: Provision of Hotel Accommodation for Gulf MCM Units

RNTM 122/12: Exercise Joint Caterer 2012 – Ex JC 12

RNTM 121/12: Devonport Gas Turbine Forum

RNTM 120/12: HMS York Decommissioning and Disposal

For the love of books

A READING initiative aimed at Service families has been rolled out across central southern England following the success of a pilot scheme.

Reading Force 2012 was officially launched on board HMS Warrior in Portsmouth, featuring pupils from Milton Park Primary School in Eastney.

The scheme has proved so popular that ship's company and their families from HMS Diamond signed up in numbers before th Type 45 destroyer's maiden deployment.

Reading Force is funded by the MOD's Directorate of Children and Young People and is supported by the University of Kingston.

It encourages families to form groups, choose a book they will all read and keep a scrapbook about how they enjoyed it and what they got out of it.

It spans the generations, from grandparents down, and civilian friends can also join in – as well as Service personnel serving away from home, as they can use the internet to make their contributions.

Scrapbooks can be submitted to the university for feedback and there are prizes to be won, including tickets to the West End hit *Matilda*.

Last year's overall winner met actor David Tennant.

The scrapbooks are not academically assessed – judges are looking for signs of involvement and enjoyment.

There will also be a prize for the school that best engages with the scheme. See www.readingforce.org.uk for more details.

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For further information or an Application Pack, phone:

023 9282 2021

Princess praises Wrens Trust at book launch

THE Women's Royal Naval Service Benevolent Trust has launched the long-awaited book published to celebrate its 70th anniversary.

The commemorative book *70 Years of Trust* has a foreword written by the charity's patron, the Princess Royal. It was launched in her presence at the charity's annual general meeting in the Mansion House in London.

70 Years of Trust looks back at the charity's history and the work it has done. It contains dozens of rare photographs of former Wrens at work and play, many donated by its 60,000 current members after an appeal to Wrens to comb their photo albums.

"Seventy years is not a long time, but it is long enough to reflect on how times change and so do needs, but there is always one constant," the Princess Royal told the attendees.

She said: "There will always be that requirement to support those who have fallen on difficult times, for whatever reason.

"This is what the Trust has always been so good at – adapting over the decades to support how and where it is most needed by its members.

The Princess Royal added: "Ensuring that former Wrens and, of equal importance, their



families and friends, know about their charity remains a priority for the Trust."

The charity was established in 1942 to help in cases of hardship among the thousands of volunteers enlisting in the Women's Royal Naval Service during World War 2.

Over the following seven decades it has helped more than 12,000 women from among the 143,000 who served in the WRNS.

The 144-page book costs £15

including postage and packaging.

To order your copy please send a cheque or postal order (made payable to the WRNS BT for £15) to Mrs Sarah Ayton, General Secretary, The Women's Royal Naval Service Benevolent Trust, Castaway House, 311 Twyford Avenue, Portsmouth, Hampshire PO2 8RN.

Find out more about the WRNS BT at www.wrnsbt.org.uk

Navy News hopes to review *70 Years of Trust* in a future edition.

NOW here's something to set your pulses racing: the stirring sight of the Navy's last propeller-driven fighter purring through southern skies.

Watching the magnificent Hawker Sea Fury were friends and family of HMS Ocean who were treated to a display from the 60-year-old aircraft to celebrate one of the finest moments in Fleet Air Arm history.

Six decades ago this August a Sea Fury like this one operating from the deck of the previous Ocean downed a Soviet MiG-15 over North Korea – the only occasion a British piston-engined fighter shot down a jet.

And 60 years later, there remain a handful of the 850-plus Sea Furies built still flying – among them this two-seat T.20 trainer once flown by the post-war Luftwaffe but now in the hands of the Royal Navy Historic Flight, the Fleet Air Arm's counterpart to the RAF's Battle of Britain Memorial Flight.

Former Harrier test pilot Lt Cdr Chris Gotke climbed into the cockpit for the 'reunion' with the Mighty O in the Plymouth Exercise areas to mark the historic Sea Fury-Ocean ties – and as a treat for the guests mustered on flight deck of Britain's biggest warship.

"Being able to fly the Sea Fury is a dream come true; she has excellent handling characteristic making it a really good weapons delivery platform, borne out by her operations over Korea. It's a privilege to be able to fly the aircraft, particularly when linked to occasions such as this," he said.

The sight of the fighter's graceful lines and the wonderful sound of



her Bristol Centaurus radial engine weren't the only treats laid on for the helicopter assault ship's families' day.

Fellow Yeovilton natives the Black Cats, 702 Naval Air Squadron's Lynx display team, put on a show of aerial pirouetting, nodding and other skilful tricks, while a Hawk jet sped things up by staging a mock air attack on Ocean – and her ship's company responded by demonstrating how they would fend off such a foe.

And of a less dynamic nature, static displays were set up in the hangar, vehicle deck and the quarterdeck allowing sailors and marines to explain their roles aboard.

It was the iconic Sea Fury which stole the show, however. The aircraft entered service a couple of months after the end of WW2 and remained on active duties until 1955, by which time the Fleet Air Arm was already on to its third jet fighter.

Despite the advent of the jet age, the Sea Fury was the leading carrier fighter when war broke out in Korea in 1950. Operating from

the decks of several Royal and Royal Australian Navy carriers, the aircraft were largely used in ground-attack roles, armed with bombs and rockets.

It was on one such mission, launched from HMS Ocean, on August 9 1952 that a flight of four Sea Furies of 802 NAS were attacked by eight MiGs north of Chinimpo (today Nampho), southwest of the North Korean capital Pyongyang.

Despite the enemy's superiority in numbers and a 200mph speed advantage, the Sea Fury pilots shot down one MiG – a kill credited to Lt Peter 'Hoagy' Carmichael as flight leader – and badly damaged two others without incurring any damage to their own aircraft.

In tribute to their deeds, and all who flew the great fighter, the Historic Flight maintains two Furies, one single-seater (FB11) which served with 802 NAS as well as the two-seater.

You can find out more about their appearances during the 2012 airshow season at <http://www.royalnavyhistoricflight.org.uk/display/>

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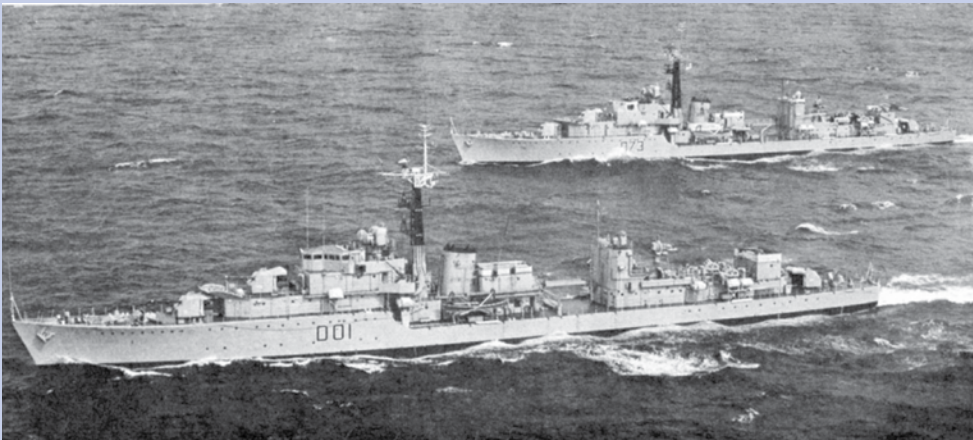
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1972 1982 1992 2002 THE TIME OF YOUR LIVES

We flick back through the pages of Navy News to see which stories were drawing attention in past decades...



July 1972

TWO venerable 'old ladies' were photographed at sea together (above), possibly for the last time, when HMS Caprice and HMS Cavalier met off Plymouth.

The two were the Royal Navy's last World War 2 destroyers not to have undergone major conversions. HMS Caprice had the seniority by a matter of months, but HMS Cavalier, following her race against HMS Rapid, claimed the title of fastest major warship in the Fleet.

After a series of manoeuvres, 'ambassadors' were exchanged by sea boat and Caprice brought some welcome mail and stores for Cavalier, who was on her way from Gibraltar to Chatham.

July 1982

THE first Distinguished Service Orders to be awarded to Royal Navy officers since the Korean War 30 years before were announced for the Falklands campaign.

Among the men to be honoured were Capt Brian Young, CO of HMS Antrim, and his flight commander, Lt Cdr Ian Stanley, who were both awarded the DSO.

Capt Young won his for his leadership throughout the whole campaign while Lt Cdr Stanley was particularly commended for his part in rescuing the crews of two helicopters who had crashed in appalling weather conditions in South Georgia, for which he had to fly 1,800 ft above ground level in gale force winds and snow storms.

July 1992

THE QUEEN visited Malta in HMY Britannia for the first time in 25 years and sounded the Siege Bell, which commemorates the 7,000 Servicemen and civilians who died in the defence of the island during World War 2.

The bell, housed in a 50ft bell-tower, dominates the entrance to the Grand Harbour and its ring had a 'deep, pure tone,' according to Admiral of the Fleet Lord Lewin, Chairman of the George Cross Island Association.

July 2002

HMS TYNE, the first of a new generation of Royal Navy fishery protection ships, was launched at Vosper Thornycroft's shipyard, in Woolston, Southampton.

Tyne was the first of the River-Class ships procured under a new scheme whereby the shipbuilders funded the £60 million cost of the vessels and leased them back to the Royal Navy under a five-year agreement.

Tyne and her sisters were replacing the Island-class fishery protection vessels, and offered far better accommodation, with single or two-berth, en-suite cabins.

Trophy lives



IN THE early 19th century British trade with China centred largely on the purchase of tea; unfortunately the Qing Dynasty Emperors insisted on payment being made in silver and this led to Britain accruing sizable trade deficits.

In 1817 the British decided to counter-trade in opium from India to reduce this deficit, the Qing administration tolerated this arrangement as the drug was used almost exclusively for medicinal purposes, its recreational use being contrary to Chinese law.

The effect was to reduce the Chinese Government's income at a time when the Imperial Treasury needed money to suppress anti-Qing rebels.

As a countermeasure the Government decided to end the opium trade but its efforts were frustrated by the taking of bribes by corrupt local officials.

In 1839 the Daoguang Emperor appointed Lin Zexu to the Governorship of Canton and tasked him with eliminating the trade.

Lin Zexu banned its sale, insisted that all stocks be surrendered to the authorities and that foreign traders had to sign a 'No Opium Trade' bond – the penalty for non-observance of which was death.

The British Superintendent of Trade in China, Charles Elliott, promised the traders that they would be compensated for their loss by the British Government but did not realise that this would cause major political unrest in Westminster.

The situation continued to deteriorate, Elliott refusing to hand over any suspects to the Chinese or agree to their bonds; he eventually ordered the British community to leave Canton and banned all trade with the Chinese. In November 1839 Foreign Secretary Lord Palmerston initiated the hostilities which came to be referred to as the Opium War, with the object of obtaining compensation from the Chinese for the destroyed opium.

Two months later the Emperor asked all foreigners in China to stop aiding the British; by the middle of the year a British Expeditionary Force of 4,000 men had reached Guangdong and, as ordered by Palmerston, blocked the mouth of the

Pearl River and captured the city of Chusan.

1841 saw the Bogue forts (at the Pearl River mouth between Hong Kong and Canton) and the towns of Ningbo and Dinghai fall to the British; the Chinese were also involved in a Sino-Sikh war in Tibet at the same time.

By mid-1842 the British had also captured Shanghai and were also controlling the mouth of the Yangtze River.

The last major battle of the Opium War was fought on July 21 1842 when the city of Chinkiang was taken by the British under Vice-Admiral Sir William Parker and Lieutenant General Sir Hugh Gough, Parker's force comprising sixteen warships and nine other vessels.

The city was defended by about 4,000 Chinese troops; the British landing a mixed force of sailors, marines and soldiers numbering almost 7,000.

The Army was represented by the 18th (Royal Irish) Regiment of Foot, the 26th (Cameronian) Regiment of Foot, the 49th (Hertfordshire) Princess Charlotte of Wales's Regiment of Foot, 55th (Westmoreland) Regiment of Foot and the Royal Artillery together with a company from the Madras Rifles and units of the 2nd, 6th and 14th Madras Native Infantry.

The British had 34 men killed, 107 wounded and a further three missing in action; the number of Chinese military casualties is not known but was quite small.

However, the civilian population had suffered heavily – largely by its own hand and to avoid capture by the British. Within a month the war had ended with the signing of the Treaty of Nanking.

One of ships in Admiral Parker's force was HMS Dido, an 18-gun corvette built at Pembroke Dock in 1836.

Following the capture of Chinkiang she was used, together with other ships, to disrupt Chinese trade on the Yangtze River.

Dido was converted to a coal hulk in 1860 but remained in service until 1903.

Trophy 8587, the original of which was painted by the noted 19th Century marine artist Thomas Goldsworthy Dutton, depicts HMS Dido as she appeared at the time of the capture of Chinkiang.

Reunions

JULY 2012
Falmouth RNA, Sea Sunday: In conjunction with Falmouth Town Council and the Church of King Charles the Martyr, the Branch is once again co-ordinating the Parade, Church Service and Reception. The Parade will form up on The Moor at 1515 (note change of time) on July 15. For more information contact Ron Burdekin, RNA Falmouth Branch Secretary at falmouth.royalnavalassoc@yahoo.com or tel: 01326 221851 or 07810 404418.

SEPTEMBER 2012
The Goldfish Club 70th Anniversary reunion: The Goldfish Club was formed in 1942 for Aviators rescued from the sea. We presently have around 400 members including many Royal Navy aviators. The only qualification is to have been a crew member in any military or civilian aircraft, helicopter, balloon or any type of flying machine that crashed into the sea and you were subsequently rescued from the sea. This year's reunion will be held at Salford Hall hotel, Melton Mowbray, Leicestershire from September 7 to 9. All existing members plus any new recruits to our shoal are welcome to attend. Full details of how to join our club and the event can be found on our website www.thegoldfishclub.co.uk or by calling 01772 338137.

Fleet Air Arm Ex Field Gunners Association: Annual Reunion at the Royal Court Hotel, Coventry, from September 21 to 23. New members welcome. Further details from Association Secretary, Jimmy Andrews at jimmyat4x4s@btinternet.com or tel: 01329 664007.

OCTOBER 2012
HMS St Vincent Association: The Annual Reunion will be held at the Royal Beach Hotel, Southsea from October 5 to 8 with the Gala Dinner taking place on the 6. Further details and booking form are available before August 31 through Isle of Wight Tours on 01983 405116 or see our website at <http://www.hmsstvincentsassoc.org>

HMS Glory Reunion: Takes place at the Chesterfield Hotel from October 12 to 15. All old Glory shipmates are welcome. Details from Tom Stallard at margaretstallard@yahoo.co.uk or tel 01303 256457.

HMS Illustrious Association: The AGM and Annual Reunion will take place from October 19 to 22 at Hallmark Hotel, Derby. Further details from the Secretary, Diane Coleman at dianecoleman@talktalk.net or tel: 01424 720745.

APRIL 2013
RNA Reunion: The 2013 reunion will take place again at Mill Rhyte, Hayling Island from April 12 to 15. The cost is £96pp in a shared double or twin room, with a single supplement of £11pppn in a double/twin chalet, though there are some single chalets available. A deposit of £25pp is required at time of booking. You can now start booking by contacting Katy Lansley or one of the group booking team on 023 9246 0044 and say it is for the RNA reunion in April 2013. More information from Ann Caswell at don2pounds123@btinternet.com or tel: 07743 576861.

Ask Jack

Chief Petty Officer Henry 'Harry' McKew: You are my distant cousin and we met at the funeral of my father, David Cowan, in 1975. You were working in Glasgow careers office at the time. I am researching family tree at the moment. Please get in touch: James Cowan, 5 Lismore Place, Newton Mearns, Glasgow, G77 6UQ or tel: 0141 6162981.

HMS Whirlwind: Pictures from the 1964 to 1966 Commission are on Yahoo Flickr called 'Whirlwind Shipmates'. Are there any more out there? Details on the site.

Frobisher Division, HMS Raleigh: Seeking old shipmates from Frobisher Division, May-October 1961. Len Redmond, Bob Cornish, Dave Appleby, Ginger Horne, Dick Ellis and any other whose name escapes me. It is over 50 years since we last met. Contact Michael S Pearce, 42 Sunningdale Way, Bletchley, Milton Keynes MK3 7SB or tel: 01908 366290.

HMS Raleigh, Benbow 30 Class 1980: Trying to track down as many of the Benbow 30 class HMS Raleigh 1980 as possible. So far I have made contact with Barling, Byrne, Gardner, Mills, Urquhart, Watson, Wenban, Mills and Roscoe, searching for the other guys, and also our old instructor PO Dunn. Please contact Derek 'Russ' Russell at derek.russell@arco.co.uk or tel: 07702 724747.

Sports lottery

May 19: £5,000 – CPO M I Lambert; £1,500 – Lt Cdr P Alexander; £500 – AB1 O Oakley.

May 26: £5,000 – CPO P Fiddler; £1,500 – AB1 T Johnson; £500 – AB1 G Harris. June 2: £9,000 – PO S Baker; £5,000 – C/Sgt P Harvey; £1,500 – LH R W Tuisawau; £500 – AB1 E B Timpson.

June 9: £5,000 – Surg Cdr M Terry; £1,500 – AB1 R Harris; £500 – LH C W Lee.

June 16: £5,000 – LH G Oliver; £1,500 – AB1 T Stoneman; £500 – S/Lt D Boreham.

Assignments

Capt Hugh D Beard to be CO of HMS Westminster from August 28.

Talking Navy News goes digital

Navy News is available free of charge as a digital file on memory stick or email from Portsmouth Area Talking News for those with difficulty reading normal type. Contact 023 9269 0851 and leave a message with a contact number, or email patn-rec@hotmail.com. A speaker that will take a USB plug is required but this can be obtained from the Talking News, or the file can be played back through a computer.

Deaths

Petty Officer Sharon-Anne 'Shaz' Connell-Malcolm MSM. Joined WRNS as a Quarters Assistant 1987. Served Neptune, Naples, Drake, Sultan, Collingwood and New Zealand among many others. Field gun time keeper for many years, RN Volunteer bands, active member of WRNS Association and SOC supporter. Died in Service May 14. Aged 47.

Admiral Sir Peter Buchanan. Served on board King George V 1944-45 then destroyers and frigates in the Atlantic, Far East, Mediterranean and Indian Ocean. Staff of BRNC (56-58) and Birmingham (58-60); he commanded Scarborough the following year and was promoted to Captain 1967; as Fleet Operations Officer in the Far East (63-64) he was Mentioned in Despatches. He commanded Endurance and the Buchanan Passage which he surveyed takes his name. 1970 he was Naval Assistant to the Second Sea Lord then commanded Devonshire (72-74). After promotion to Rear Admiral he was Director of Naval Manpower Planning then appointed Naval Secretary (76-78). Following promotion to Vice Admiral he was appointed Chief of Staff, Allied Forces Southern Europe and appointed KBE 1980; he retired 1982. A Younger Brother of the Corporation of Trinity House and Master of the Guild of Freemen of the City of London. Aged 86.

Rear Admiral Euan MacLean. Attended BRNC, Keyham and Manadon in the Executive branch 1943-47 commencing sea service in Gambia, Ocean (Korea), Indefatigable, Defender, Hermes, Eagle and Ark Royal; promoted to Commander 1965 and loaned to Malaysia till 1968. Head of production HMNB Portsmouth (68-71), Ark Royal (71-72) then Executive Officer Sultan 1973. Returning to Production department Devonport he was promoted Captain 1974 then Fleet Marine Engineering Officer (77-79), student of the RCDS 1980 and Production Manager Portsmouth (1983) where he oversaw preparations for the Falklands War. Honorary ADC to the Queen 1982 and promoted to Rear Admiral 1983. Director General Fleet Support Policy and Services (1983-86). Fellow of Royal Institute Naval Architecture, Institute of Mechanical Engineers and Patron, past President and Honorary Life President of HMS Ocean Association. June 2. Aged 82.

Capt Hugh Corbett DSO, DSC. Served 1933-69 in Ramillies then at outbreak of war was junior hand in Impulsive. Appointed as first lieutenant of Brazen in 1940 he was attacked by U-49 whilst escorting a landing force to Harstad during the Norwegian campaign but Brazen dropped depth charges forcing her to the surface where all but one of the 42-man crew were saved; papers were also retrieved that gave the entire U-boat disposition for the German invasion of Norway for which he was mentioned in despatches. Brazen was sunk off Dover and he served briefly in Tyndale then 1941 in Lookout on Arctic convoys, Operation Ironclad and Operation Pedestal, and in 1943 he took part in Operation Retribution, which prevented the escape by sea of German forces from North Africa to Sicily for which he was awarded a DSC. Given command of Wheatland, he was at the Allied landings at Salerno until deployed to the Adriatic. Post-war between staff appointments he commanded Charity, Cockade and Caesar; he was also Captain of the 8th Destroyer Squadron. In 1965 he was given the task of bringing Fearless into service; his final appointment was as Head of Naval Manpower Future Policy and was appointed CBE a year before he retired. April 19. Aged 95.

Lt Claude Holloway DSC. Volunteered 1938 and saw action in Warspite at the Second Battle of Narvik 1940 and against the Italian Navy in the eastern Mediterranean later that year. He left Warspite to attend officer training at King Alfred and was commissioned into the RNVF. 1941 he was first lieutenant of ML 222 based in Dover when he was sent to Roedeane for a course in torpedo warfare. 1942 he commanded MTB 54 and later that year commissioned the new MTB 242; he supervised her loading on-board the MV Eastern City for passage to the Mediterranean in 1943. Later that year he was involved in a fierce battle with E-boats to prevent them interfering with the Allied landings on Sicily and had to dodge the resulting attack by German fighter-bombers. As part of the 24th MTB Flotilla he escorted the surrendered Italian fleet into Malta. 1944 he assisted in the clandestine rescue of escaped prisoners of war and in 1945 took command of MTB 409 and a division of MTBs based at Naples enjoying an outstanding record of success with the 28th MTB Flotilla sinking or disabling 21 enemy ships. He was awarded the DSC when he attacked a heavily-escorted convoy off Istria and sank a German lighter; he also escorted the surrendered German fleet of E-boats into Ancona. March 25. Aged 92.

Surgeon Cdre Dermot Michael Crean. Served 1967-96 at RNH Plymouth, Leander, Revenge and Faslane Naval Base then loaned to the Army to study rheumatology. He then served at RNH Haslar. Fearless and Intrepid. After returning to RNH Haslar he served at the Commando Training Centre Royal Marines Lymington, Ministry of Defence London, Flag Officer Submarines Northwood, Commander-in-chief Naval Home Command and at the Institute of Naval Medicine, Gosport. May 29. Aged 71.

Lt Cdr Thomas Cecil Wright. Instructor branch. Served 1945-78 in Ramillies, 8th Destroyer Flotilla (46-49), Constance, Fisgard, Gibraltar Dockyard Technical College (52-55), Culdrose, Gambia (57-59), Collingwood, Education Centre Malta (61-64), Sultan, St Vincent, Daedalus, Admiralty in London (75-76) and Nelson. Association of RN Officers. May 15. Aged 86.

Lt Michael Noonan. May 27. Richard Lucas. PO Engineer/Stoker. Served 1963-78 in Ganges, Ark Royal, Penelope, Salisbury, Osprey, Bulwark, Sirius and Arrow. May 10. Aged 63.

Derek Chambers. Served on board Morecambe Bay 1949-51 and a member of the association; also served in the Korean War. May 14. Aged 80.

George Alan Lavender. Leading Seaman. Joined Ganges 1947 and served on board Vengeance, Implacable, Vernon, Comus (1951-54 taking part in Korean War) and Diligence. HMS Comus Association. April 26. Aged 79.

Ernest C Johnson. Served onboard Comus 1949-52 and a member of the association. May 4.

Patrick 'Pat' Perry. AB(SS) – LTO. Served 1933-46 in Malaya, Hermes, Cornwall, Wallace, Garth and LST 3518; veteran of the Dieppe Raid (1942) and V-Day landings. May 10. Aged 98.

Cyril Gordon 'Cuts' Edwards. PO Stoker Mechanic. Served 1939-53 on board Chatham, Pembroke, Gallant (surviving the mining off Malta 1941 where he lost 60 shipmates), Resource, Obedient and Malaya. Member of 17th destroyer flotilla and honorary wardroom member of Westerham Sea Cadet TS Gallant. April 30. Aged 91. See Sea Cadet pages.

Cecil Edward 'Eddie' Friend. Ldg Stoker. Served 1940-47. During WW2 mostly in Valiant and also Caister Castle and later Unicorn. Demobilised at Simon's Town, South Africa where he remained until returning to the UK 1984. May 30. Aged 91.

William 'Bill' Dennis. Fleet Chief PO FAA. Served 1946-78. Seconded to the Australian Navy at Nowra (1948-50), Beira Patrol and Suez crisis, Eagle (55-56), Singapore (58-60) and three further stints on Eagle (62-64 major refit, 64-66 commissioning and 68-70). FAA Association and 'Bombheads' Armourer's Association. June 2. Aged 84.

William Garfitt. Ldg Seaman on board Amethyst when she escaped down the Yangtze River 1949. HMS Amethyst Association. May 7. Aged 90.

ROYAL NAVAL ASSOCIATION
Brian John Albert Downing. AB(SD3). National Serviceman 1949-51 at Royal Arthur, Defiance, Corunna and Mars. RNSR 1951-54. Cheshunt RNA 1988-97 served on the committee and branch secretary; moved to Bridport 1997 and served as secretary and latterly as vice chairman. April 8. Aged 81.

Lynne Malloy. Served at HM Naval Base Devonport. Long serving committee member of Wigston & District branch. May 15.

Alec Cole. Air Mechanic. Served in aircraft carriers Ark Royal and Illustrious in the 1950s. Left the RN from Goldcrest. Vice chairman of Wrexham branch. May 28.

Richard Gradwell. Ldg Air Mechanic. Served 1940-49 on board Undine, Vernon, Daedalus, Condor, Indomitable, Nightjar, Gosling, Nabberley, Golden Hind, Nabcatcher, Tamar (RNAS Kai-Tak, Hong Kong), Kestrel and Blackcap. St Helens branch. May 8. Aged 90.

Frank Clements. Ldg Seaman. Served 1940-46 in Hambledon and Farndale (Hunts) and served in the RN Commando; seconded for service in the aftermath of the Coventry Blitz. Member of Enfield branch before locating to Harlow where he became a Life Member and was Founder Chairman 1958-81. May 15. Aged 91.

Leonard 'Len' Church. AB. Served 1942-46 in Hogue (Rangoon, British Pacific Fleet) and Euryalus. Royal British Legion, Portsmouth RNA and full member of Hornchurch Royal Marines Association. June 8. Aged 86.

Fred Temperton. PO Radio Supervisor. Served 1947-71 in Truelove, Liverpool, Undaunted, Victorious, Phoebe and Jaguar. Later a river inspector on the Norfolk Broads. Algerines Association and secretary of Great Yarmouth RNA; joined Norwich branch 1998 serving as secretary 2002-05. May 24. Aged 80.

SUBMARINERS ASSOCIATION
R J 'Jock' Alcorn. LME. Submarine service 1944-47 in Otway and Sleuth. New Zealand branch. Aged 88.

Lt Cdr D F 'David' Aylmer. Submarine service 1953-69 in Sturdy (55-56), Telemachus (57-58), Seraph (58-59), Ambush (60-61) and Token (62-63). Australia branch. Aged 80.

J K 'John' Cook. L/Sto. Submarine service 1941-46 in Unruly, Vitality and Nebojsa. Welsh branch. Aged 90.

P H 'Pete' Flower. LSM. Submarine service 1949-54 in Sanguine, Auriga, Talent, Sturdy, Teredo, Sentinel and Token. Burton & Nottingham branches. Aged 83.

E J 'Edmond' Howes. AB LTO. Submarine service 1942-46 in P555, Unsparring, Universal and U502. Middlesex branch. Aged 87.

J R 'John' Parrock. LSM. Submarine service 1950-55 in Subtle, Tally-Ho, Astute, Seneschal and Alliance. Dolphin branch. Aged 81.

R F 'Ron' Potts. ERA1. Submarine service 1953-68 in Scotsman, Taciturn, Totem, Amphion, Thermopylae, Roqual and Alliance. Gosport branch. Aged 84.

G 'Gordon' Shackleton. LSM. Submarine service 1947-54 in Tiptoe, Sirdar and Thorough. West Riding branch. Aged 83.

E J 'Scouse' Webb. AB UW2. Submarine service 1956-60 in Trespasser, Artful and Tally-Ho. Sunderland branch. Aged 75.

LST & LANDING CRAFT ASSOCIATION
Peter Bird. Served LBV Flotilla 1, Loch Eck and St Brides Bay. February.

L J Sherwood. Served LCTs 562, 638, 1231 and 2345. April 2.

Frank Coulson. Served LSI(L) Glenroy. May 4.

H A Bussey. Served LST 3510, Slinger and Northey. June 2.

ALGERINES ASSOCIATION
John Stewart. Ldg Cook. Served on board Clinton and Arcutus. September 19. Aged 86.

Charles Parsons. Ldg Stwd. Served on board Lightfoot. May 8. Aged 88.

William Adie. AB. Served on board Rosamund. May 19. Aged 88.

Fred Temperton. Tel. Served on board Truelove. May 24. Aged 80.

Joe Redhead. AB. Served on board Algerine. May 25. Aged 93.

Peter Madin. Ldg Sto. Served on board Circe. May 27. Aged 87.

Honours

Recipients of the Queen's Birthday Honours 2012 in the Naval service:

Order of the Bath
KCB: Admiral George Michael Zambellas, DSC.

CB: Surgeon Vice Admiral Philip Iain Raffaelli, QHP; Vice Admiral Alan David Richards.

Order of the British Empire
KBE: Vice Admiral Charles Percival Ross Montgomery, CBE, ADC.

CBE: Rear Admiral Thomas Anthony Cunningham; Rear Admiral Stephen John Lloyd.

OBE: Cdre Robert James Mansergh; Capt Stephen John Murdoch; Cdr Jason Peter Phillips; Capt Jeremy Neil Melrose Plant; Capt Richard Laurence Powell; Capt Christopher Mark Skidmore.

MBE: Chaplain Bernard Ronald Clarke, QHC; WO1 Engineer Technician (Marine Engineering Submarines) Brian Hall; Lt Cdr Paul Dominic Harrison; WO1 Warfare Specialist (Abovewater Warfare Tactical) Simon Paul Hayman; Lt Cdr Ian Stuart Hobson; WO1 Bandmaster Thomas Patrick Hodge RM; WO2 Ceri Lewis RM; Capt (Acting Maj) David Guy Phillips RM; Lt Christopher John Read, RNR (Sea Cadet Corps); Lt Cdr (Acting Cdr) Andrew Derek Riggall; Capt (Acting Maj) Christopher Michael Starling RM; WO1 (Marine Engineering Mechanic) (Mechanical) John Cowan Walker.

ARRC: CPO (Naval Nurse) Kevin Ward, QARNNS.

Queen's Volunteer Reserves Medal: Air Engineering Mechanic Michelle Ping, RNR.

The following personnel have been awarded the **Meritorious Service Medal:** CPOAEA(M) J D B Bawden; ACPOA(AH) N A Bickley; WO2AET G R Bonds; WO1(D) A Carss, QGM; WO1LOG(CS) N J Covey; CPOAEM(M) M J Dryhurst; WO1LOG(CS) P Dungey; WO2 M A Fairless; WO1WS(AWW) M S Fisher; CPOLOG(CS) C J Hanson; CPOAEM(AV) M J Harding; WO2AET R A Harris; WO2ET(ME) S Hickman; WO1ET(WESM) I C Hurst; CPOET(WESM) S Johnson; WO2(MT) J W Laird; WO1 RM G Macdonald; WO1ET(ME) D N Markland; WO1ET(ME) S McCluskey; WO2ET(MESM) S G O'Kane; CPOLOG(WTR) P M A Old; WO1 (PT) D J Randle; WO2(AET) R Reed; WO1MEM(M) L S Robertson; WO1WS(UW) D Smith; WO1WS(AWW) G Smith; WO1ET(ME) T Ward; WO2ET(WESM) S M Way; WO1LOG(SC) G R White.

Entries for the Deaths' column and Swap Drafts in August's Noticeboard must be received by **July 11**

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Reporting from the Fleet

King took trip in submarine

WITH the focus of many on Weymouth Bay for the Olympic sailing events, it is perhaps a good time to recall a significant event of 100 years ago – or one that would have had far-reaching consequences had it gone wrong, writes *Cdr Will Corbett*.

In May 1912 King George V was in the HMY Victoria and Albert in Weymouth Bay to witness Fleet manoeuvres.

Because of thick fog, the programme needed adjusting, and the King expressed a desire to dive in a submarine.

On Wednesday May 8 he embarked in HM Submarine D4, under the command of Lt Martin Nasmith, and (in the words of *The Times* of May 10) “made a lengthy run in her when she was submerged.”

Nasmith’s diary records: “We remained under water for ten to 15 minutes, during which time he showed great interest in the proceedings, periscope in particular.”

While on board he was accompanied by the King’s second son Prince Albert, Winston Churchill (First Lord of the Admiralty) and Capt Roger Keyes (Inspecting Captain of Submarines).

Former Prime Minister Arthur James Balfour was also embarked, but the then Prime Minister, Herbert Asquith, who had been with the King in Weymouth earlier that day, had more urgent business to attend to in London and did not dive in D4.

It is known that in later life Nasmith, who three years later won the Victoria Cross for his daring patrol in the Sea of Marmara in command of submarine E11, often wondered what would have happened to the history of the 20th Century if he had sunk that day.

It was not unreasonable for him to ponder that – in 1905 he had almost sunk in the Solent while in command of HM Submarine A4.

Churchill and Keyes were both crucial players in the Gallipoli campaign in World War 1, and during World War 2 Prince Albert was King George VI, Churchill was Prime Minister and Roger Keyes was the first Director of Combined Operations.

Heroic name

THE son of a Naval hero has opened the new Vocational Qualification Centre at HMS Collingwood.

Maj Gen Charles Ramsay did the honours for Ramsay Building, named after his late father Admiral Sir Bertram Ramsay, perhaps best known for his part in organising the evacuation of troops from Dunkirk in 1940 and for overseeing the Naval element of the D-Day landings in 1944.

The new building combines an apprenticeship training facility with the establishment’s Education and Resettlement Centre and the dedicated Coaching for Training network.

College library re-opened

THE newly-transformed College Library at Dartmouth has been officially opened by former Chief of the Defence Staff Admiral the Lord Boyce.

Over recent months the library has undergone a radical transformation under the professional eye of VT Flagship College Librarian Peter Barr and his assistant Gill Smith.

“A library within any educational environment is a crucial resource for both staff and students” said Cdr Andy Hancock, Commander Britannia Royal Naval College.

“Peter and Gill have worked tirelessly to create an inspiring environment which will underpin the academic study of the Officer Cadets and Young Officers.”

Peter spoke of his great satisfaction at having seen the project through from start to finish.

“All told we have sifted through

Collingwood Battalion is remembered

RATINGS and officers from HMS Collingwood have paid tribute to members of the 2nd Collingwood Battalion, which was virtually obliterated during fighting at Gallipoli in World War 1.

The Great War sailors were trained at Blandford Camp at Pimperne in Dorset before setting off for the front, and the special service of remembrance was held at the Collingwood

Corner Naval Division Memorial at the camp.

A Guard of Honour, accompanied by Collingwood CO Cdre Mike Mansergh, attended the service, as did the Revd Mike Meachin, also from the Fareham training establishment, who conducted the service.

The RN Division was set up at the outbreak of war by First Lord of the Admiralty, Winston Churchill, who directed that those members

of the Royal Navy who could not be deployed at sea should form up into a land-fighting Division to operate alongside the Army.

Battalions in the RN Division were named after famous British admirals.

During the service, wreaths were laid by Cdre Mansergh on behalf of his establishment, and by the Blandford Garrison, the RNA and trustees of the Collingwood Memorial.

Business as usual during jetty refit

FINISHED on time, within budget and without disruption to normal service – a project likened to changing a bathroom suite while everyone wanted to use the toilet and bath...

There, we suspect, the similarity ends, because the project we are referring to is the Explosives Handling Jetty at Coulport in Scotland, and it was finished in such good order because of the expertise and dedication of a small team drawn from the MOD and the defence industry.



● One of two new vapour generators installed at HMS Sultan

Full steam ahead

YOU may have though the days of steam in the Royal Navy were over – but you’d be wrong.

In today’s world of gas turbines and electric propulsion, HMS Sultan has just been fitted with two new Stones vapour generators to continue the RN’s training – and indeed love affair – with steam.

The new boilers fitted within Watt Hangar will be used to teach maintainers courses as well as providing steam to Braby water production plants for instruction on the submarine fleet’s kit.

Lead instructor “Taff” Tyrell said: “The installation and commissioning of the boilers ensures that we can continue to provide the best training possible

Maintenance work needed to be done on the massive concrete structure – essentially a floating dock where submarine weapons can be loaded and unloaded under shelter – but the facility could not be shut down for an extended period.

And that was because the EHJ is at the heart of Clyde Naval Base’s core business – more than 40 years of continuous at sea deterrence by Polaris and Trident missile boats.

An integrated project team was put together combining members

of the Defence Infrastructure Organisation, designers, operators and engineers with specialist skills.

And that team came up with the ‘Continuous Availability Programme’ (CAP), which meant the specialist teams would have to work around the EHJ’s normal routines.

The jetty, built near Largs, was floated into Loch Long and tethered to the shore, and has been in use since 1993, handling everything up to and including the 16,000-tonne Vanguard-class boats.

It has a 50-year design life, taking it through to 2043, but its safety case – rules governing all the nuclear facilities at Faslane and Coulport – stated that specific work had to be carried out at the 17-year point to ensure its continued use.

When first installed, the thinking was that the jetty could be untied and towed away to be worked on, but with a need for constant readiness it was no longer possible to take it out of service.

Programme manager Morag Cook said: “We devised the CAP on the basis that if the Royal Navy gave us five days notice of it being required, everything that we did would be done on the basis that it could be restored to working order within that five days, or 120 hours. “That meant everything, including the critical work on the 125-tonne crane.”

Design work for the job started in 2009, and physical work began the following year in a promising window of opportunity.

That window slammed shut early in October 2010 following two interruptions; it was seen as a setback as work had been completed on the 125-tonne crane but other tasks, including work on the 35-tonne crane and the vessel access door, had not begun.

The programme was restructured for a further window of opportunity in the summer of

2011, with every spare minute used to work on everything from the roof to booms – and there was even the chance to squeeze in extra tasks that the team thought they might not get round to.

Access bridges needed extensive work; one giant ball-bearing controlled the movements caused by tides, and the only way to check if it needed repairing was to take it out for a look – a complicated job.

The roof also needed plenty of attention after years of exposure to the harsh weather of Loch Long.

A new spray foam solution was applied, reducing the risk of panels flying off in the wind, work was completed on the roof just in time for the ultimate test – a December storm with winds blowing harder than anyone could remember.

The roof emerged unscathed.

Other smaller tasks were completed within the £30 million budget, and the EHJ was handed back to the Naval Base Commander within the one-year time slot.

Morag said: “It was a year of constantly taking decisions and reviewing progress but everyone has played their part; every stakeholder has rallied round.

“With nuclear authorisation we have had to cover a lot of levels of administration and management but we have got there.

“I think we can say it has been a success and a huge factor in that has been the people factor.

“The people got stuck in and made it work – this is a triumph for the people who actually carried out the work.”

Those people included Pete Matthew, the Facility Operator; Gary Barrass, NSAG chairman; Jim Paterson, the Approving Authority Manager; John McGuigan of DIO; Stephen Dalrymple on the cranes; Andrew Phillips, the contractor’s Implementation Manager; and Keith Yarham, the contractor’s Design Manager.

Reward for Clyde team

THE hard work and dedication of Clyde Naval Base staff working on the Explosive Handling Jetty Continuous Availability Programme (CAP) – as detailed above – has been recognised with a prestigious commendation.

Clyde Naval Base’s Deputy Head of Infrastructure, John Hanlon, and EHJ CAP Project Manager Morag Cook received a chief of Defence Material Commendation on behalf of the team.

Joining them at the awards ceremony in Whitehall were Pete Matthew, EHJ Facility Operator, David Stafford of Turner Estates Solutions and Keith Yardham of Spie Matthew Hall.

The citation states: “This award recognises the team’s role in successfully delivering the mid-life refurbishment of HM Naval Base Clyde’s Explosive Handling Jetty, one of the UK’s key defence nuclear facilities.

“It reflects outstanding team working to deliver a complex project on time and cost against a backdrop of a challenging operation programme.”

Morag Cook said: “Throughout the project there were many departments and individuals across the Naval Base who played a vital part in helping to deliver the project.

“It is with a real sense of achievement that everyone’s hard work was recognised by the Chief of Defence Materiel. It is a very prestigious award and one that everyone at HM Naval Base Clyde can be justly proud of.”

Warrior’s 25 celebrated with a ball

LAST month marked the 25th anniversary of the arrival of HMS Warrior 1860 in Portsmouth following restoration in Hartlepool.

And this month the ship is hosting a Homecoming Ball, on Friday July 27, which will be attended by many of those who have been involved with her history.

The ship was the UK’s ultimate

deterrent when she was built – a huge advance in technology – yet with the pace of change increasing, she was obsolete within a decade and consigned to a century of neglect, including 40 years as an oil jetty in Milford Haven.

Her extensive restoration was only possible because of a meticulous journal and diagrams kept by a midshipman, Henry

Murray, in 1861 which allowed her to be recreated in all her former glory.

The journal was uncovered by the Royal Naval Museum, now part of the National Museum of the Royal Navy.

For further details of the Homecoming Ball and pricing of tickets, please contact the Events Team on 023 9277 8604.

Tribute to air pioneers

SENIOR Fleet Air Arm officers from Navy Command HQ and dignitaries from the Isle of Sheppey paid a moving tribute to the two remarkable firsts at the site of RN Air Station Eastchurch in Kent.

Not only was this the birthplace and spiritual home of the RN Air Service but the first powered take-off from a ship’s deck was achieved on the nearby River Medway.



Colours, Surrey fashion

DIAMOND Jubilee celebrations have taken many forms over the past few weeks.

One event in Camberley took the form of a Royal Navy Colours ceremony – with a difference.

For a start, most military Colours ceremonies are not normally conducted from a brightly-coloured plastic play frame...

The three in the picture above are Zak, Zoe and Owen, three of the nine grandchildren of Richard and Sylvia Manning, maintaining a family tradition of Naval ceremonial as well as marking the Queen’s Jubilee.

Richard joined the Royal Navy as a Boy Seaman at HMS St Vincent in 1952, leaving as a Petty Officer RP1 in 1976.

In between he served in a number of ships, including HM ships Widemouth Bay, Barrosa, Saintes, Armada, Loch Fada, Messina, Hecate, Ark Royal, Antrim and two spells in Victory.

‘Live Bait Squadron’ honoured

A CEREMONY is to be staged in September in Kent to commemorate the sailors who died when HM ships Aboukir, Hogue and Cressy were sunk in the North Sea in September 1914.

The three cruisers were sunk by U-9 in less than an hour with the loss of more than 1,400 men.

When Aboukir blew up and sank, the captains of the other two warships thought she had struck a mine and stood by to pick up survivors – it was only when Hogue was sunk that Cressy realised a submarine was to blame, but it was too late for her to escape the fate of her sisters.

The service will be in Rochester Cathedral at 11am on Saturday September 22, followed by the launch of a book, *Live Bait Squadron – Three Mass Graves Off the Dutch Coast, 22 September 1914* at the St George’s Centre, Chatham.

The book is by Henk van der Linden, who has raised international concern about desecration of these wrecks.

It is expected that the events will be attended by local VIPs as well as descendants of those who died in the incident – and more of the latter will be welcomed, according to organisers, who ask them to contact the author on H.van.der.linden@tip.nl to book in.

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End of conflict recalled

SERVICES in the UK and South Atlantic marked 30 years since the Falklands were liberated after a bitter six-week conflict.

Liberation Day was marked in Stanley, the capital of the Falklands, with a parade and service in the cathedral (*see right*).

Eight thousand miles to the north, the CO of HMS Penzance, Lt Cdr Alex Bush led members of his ship's company at a South Atlantic Medal Association (SAMA) service in St Mary's Church, Swansea, where the minehunter was on a four-day visit.

A group of 68 joined more than 600 Naval personnel – ship's company and trainees – on parade at HMS Raleigh, alongside platoons from Flag Officer Sea Training, based across the Hamoaze in Devonport; FOST himself, Rear Admiral Clive Johnstone, took the salute.

Among the veterans taking part was Tony Moy, a member of Plymouth RNA, and a 38-year-old chief petty officer serving aboard HMS Broadsword at the time of the conflict.

He now gives his time as a voluntary mentor to the recruits undergoing training at Raleigh.

Over at Bickleigh, veteran and serving Royal Marines of 42 Commando staged a reunion and memorial parade to mark the anniversary, with more than 300 people attending, including relatives of victims.

The parade salute was taken by Maj Gen Julian Thompson, the CO of 3 Cdo Brigade in 1982, and wreaths were laid in the memorial garden, created by fund-raising by the unit.

Some 18,000 RN and RFA sailors and Royal Marines took part in the campaign to re-take the islands, which saw a force of more than 100 warships, support vessels and merchantmen dispatched to the South Atlantic at short notice.

Six vessels never returned – four warships, one RFA landing ship, and the supply ship Atlantic Conveyor – and the 130 sailors and commandos killed accounted for more than half the 255 British dead; in addition, 257 men from the Naval Service were wounded.



● Members of the Naval contingent – sailors from patrol ship HMS Clyde – march through Stanley during commemorations marking the end of the Falklands Conflict 30 years ago

Picture: Sgt Martin Coleman (RAF)

Islands remember

THE hardships suffered by those involved in the Falklands Conflict were brought into focus when Islanders and veterans gathered to commemorate the 30th anniversary of the end of the campaign.

But the wintry blizzard which hit Stanley could did not dampen the enthusiasm of those on parade, including contingents from the South Atlantic Medal Association (SAMA), the Royal Navy, Army, RAF and Falklands Islands Defence Force, which was led to the 1982 Liberation Monument by the Salamanca Band of the Rifles.

The Navy contingent was mainly drawn from Falkland Islands patrol ship HMS Clyde.

During the Act of Remembrance, prayers were read, followed by the *Last Post*, silence and *Reveille*.

Wreaths were laid by Governor Nigel Haywood, Foreign Office Minister Jeremy Browne, Brig Bill Aldridge, Commander British Forces South Atlantic Islands, together with representatives of the Falkland Islands Legislative Assembly, SAMA, Royal British

Legion, other veterans organisations, youth groups, and civilians who gave direct assistance to the Task Force in 1982.

The parade concluded with a march past and eyes right at the Liberation Monument and a flypast by an RAF Sea King helicopter.

Brig Aldridge said: "Today is an important occasion. It's probably the last time the veterans will be able to get here in large numbers.

"It also underlines what has been achieved in the Falkland Islands thanks to the sacrifices made 30 years ago.

"So it's a marker in the sand – a time for us to reflect and remember, but also an opportunity to look forward to a very positive future for the Falkland Islands and the people who live here."

Earlier, Christ Church Cathedral was packed for a service of thanksgiving led by the Rev Dr Richard Hines, Anglican rector of the Falkland Islands.

During his sermon, Dr Hines spoke of how much the Islanders had endured in 1982, and of the changes that had occurred in the

subsequent three decades.

He said there was a feeling of "profound gratitude and a sense of fresh opportunity and renewed hope" as the Falkland Islands looked forward to a bright future.

The previous day – Wednesday June 13 – Mr Browne and his party travelled to San Carlos, the site of the British landings in 1982 and Blue Beach cemetery, and Goose Green.

Canberra perspective

TO mark the end of the Conflict 30 years ago, the Union Jack Club in London invited Capt Martin Reed of the SS Canberra to talk about his experiences and impressions of 1982.

The 80 guests, including Simon Weston, heard about the liner's transformation into a troop ship, how it had to undertake anti-submarine manoeuvres and was fitted with machine guns.

He also spoke about the poignant return voyage with 40, 42 and 45 Commando RM.

Royal pilot attends service

FALKLANDS veteran the Duke of York led tributes at a service of thanksgiving for Naval aviators involved in the fighting 30 years ago.

Prince Andrew, a Sea King pilot with 820 Naval Air Squadron in the South Atlantic, joined veterans as well as current personnel in St Bartholomew's, the Fleet Air Arm Memorial Church in Yeovilton.

The service was also attended by senior officers from the Fleet Air Arm including Rear Admiral Tom Cunningham Assistant Chief of Naval Staff (Aviation & Carriers), Cdre Paul Chivers, CO of Yeovilton and Capt Matt Briers, CO of the Commando Helicopter Force.

The commemorative service was organised by Tina Cullen, verger at St Bartholomew's, who served at Yeovilton as a Wren engineer during the conflict.

After the service, the Duke of York visited the Fleet Air Arm Museum to survey the new Falklands exhibition.

The Royal visitor also saw the latest addition to the Fleet Air Arm's inventory – Wildcat, the successor to the Lynx – and his final stop of the busy day was the Royal Navy Historic Flight to fly in the iconic Swordfish, enjoying the rare privilege of experiencing the open cockpit of the legendary World War 2 torpedo bomber.

Memorial tree

STAFF, Young Officers and Officer cadets at Dartmouth were joined by members of the College's alumni, the Britannia Association, at a Britannia Forum lecture on 'The realities of War'.

The guest speakers both saw service during Operation Corporate – Cdre Michael Clapp was the amphibious commander whilst Cdre Jamie Miller was then a young lieutenant on HMS Coventry, which was sunk during the Conflict.

As a lasting memorial to mark the 30th anniversary of the Conflict, Cdr Clapp and Miller planted a Cornus kousa 'Venus' tree, donated by the Association, in the College grounds the following morning.

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IF YOU have the opportunity to attend a Financial Aspects of Resettlement (FAR) Briefing and you are tempted not to go: how much do you actually know about the value of your pension?

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As members of the AFPS05 scheme will appreciate only too well, you cannot, ordinarily, have a pension until age 55.

Individuals on AFPS75 leaving with a full pension in payment at age 40, is something you simply cannot buy in Civvy Street.

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To buy an identical package from a Private Pension Fund (index linked with 50 per cent widow's pension payable) at the age of 55 (not so expensive because you would be drawing it for 15 years less than is going to be the case), would require having saved £524,000.

If you are a Leading Hand leaving after 12 years' service with Preserved Benefits payable at age 65 of £4820 and a lump sum of £14,460, you would need a Private Pension Fund valued at around £176,000 to buy the same package at today's annuity rates.

So when you decide to leave the Royal Navy be reassured that you have something of immense value which needs looking after, and you should, I believe, find out as much about that asset as you possibly can. Booking yourself onto a Financial Aspects of Resettlement Briefing would be a very good start.

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PIP in pole position for Mark

AFTER serving 28 years in the Royal Navy in the Aircraft Handler and Survival Equipment Branches of the Fleet Air Arm, I was looking forward to the fresh challenge of a second career, writes Mark Evans.

I had originally intended to embark on a career in the Recruitment Industry and secured a position with a company in the north-west of England.

However, I had predominately been a trainer in the Royal Navy and quickly realised that this is where my real future lay.

I had previously been in touch with Ricky Plumb the Managing Director at PIP Professional Training and Services during my resettlement period and always intended to formalise my experience with them at some stage.

I had become aware of PIP and their commitment to Service Leavers from an article in a magazine, and once I had spoken to Ricky I realised how serious the company were in developing Service Leavers for their next career.

PIP had employed ex servicemen in key positions as they realised their qualities and abilities as trainers, so there was an understanding of how servicemen and women worked, and I immediately felt at home in the environment of the PIP Training Centre.

During my resettlement research I realised that a PTLLS qualification was essential if I was to become a Trainer in the civilian sector.

Although I was qualified in the Forces it was apparent that

my experience was the only real qualification I possessed when it came to training as a civilian.

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PIP is the only company I have encountered that are committed to training, accrediting and registering individuals to deliver

courses and are interested in their future development.

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Cambridge colour party takes gold

CAMBRIDGE unit Colour Party finally triumphed by winning gold at the National Drill and Piping competition held at HMS Raleigh.

Successful entrants LC Daniel Pereira, LC Oliver Black, AC Ben Swannack, AC Lauren Tomlinson and OC Ellie Harris put on a very solid display on the square following a good inspection.

The team put in a lot of hard work having won the Eastern Area competition by some margin, but as it was the first time any of the team members had been to the national competition they were not quite sure what to expect.

The long hours of training paid off and they set the standard, being first to compete in their discipline.

The band of supporters that went with them to the West Country included the CO and trainer, Lt Amanda O'Donoghue, who said: "I cannot begin to describe how proud I am of the team and the way they have performed."

"It was a close competition, as you would expect at national level, but they ended up being over 1.5 points clear of second place, which is a huge achievement."

WO2 Maynard, who also helped with the team preparation and was a National Drill winner herself as a cadet, said: "It is very hard to describe the feeling when the results are announced."

"I can still remember how it felt as a cadet so I know how the team must have been feeling, but to see the hard work that everyone put in finally pay off was truly brilliant."

The team can now finally have some time off from drill and concentrate on other competitions.

Royal visitor for Norwich

THE Duke of York paid a visit to Sea Cadets in Norwich to help them kick off celebrations for their 100th anniversary.

The Royal VIP was piped aboard by brothers POC Steven Parker and AC David Parker, who said: "We will remember this for the rest of our lives."

Prince Andrew saw displays of sailing, canoeing, rowing and power-boating by cadets from Norwich and visiting youngsters from Beccles unit.

Following a tour of the training ship, the Duke of York unveiled a plaque commemorating the unit's centenary, and presented CPO (SCC) Michael Massen with the first clasp of his Cadet Forces Medal.

Unit CO Lt (SCC) Mark Janner-Burgess RNR said: "It was an honour to have the duke visit TS Lord Nelson."

"He spoke to some of the cadets and he seemed quite impressed with what we have done with TS Lord Nelson since he last visited in 2005."

"We are very lucky he was able to visit us again. All of the cadets are thrilled he has come to see us. It was a big honour for us."

Band played on

WHEN three members of the Tewkesbury unit Corps of Drums travelled to Bristol for a joint band practice with the Central Band of Bristol and Gloucestershire Wing of the Air Training Corps, little did they know what was in store for them.

On arrival, PO(SCC) M Cottee, AC B Gardner and Cdt C Ashley were told the band had been asked to lead a Scout Association parade as the band they had originally booked had dropped out.

The parade began in moderate rain, but by the end it was a downpour complete with hailstones and sleet – yet the band played on as some 500 Beavers, Cubs and Scouts marched into position, winning plaudits from organisers who said in their experience over the past 30 years it was the most stoic display by a band.

Spit and polish and Scooby-Doo

MUSSELBURGH cadets have had little chance to put their feet up in the past few weeks.

The day after they returned from their week-long Easter Camp at MOD Caledonia in Rosyth, the cadets were back on parade, albeit at a different stamping ground.

The occasion was the Northern Area Drill and Piping competition, where cadets from all over Scotland competed at Redford Barracks to represent Scotland at the National Drill competition at HMS Raleigh.

Musselburgh youngsters joined with cadets from Dunbar, Edinburgh Trinity and South Queensferry to become Edinburgh District.

The cadets and staff gave up their spare time and trained for approximately six weekends – with notable success. The results were:

- Armed Guard – Gold
- Unarmed Squad – Silver
- Piping Party – Silver
- Colour Party – Gold
- Individual Piper – 9th out of 10
- POC Jessica Morris was also awarded Best Guard Commander.

As a result of their achievement both the Armed Guard and Colour Party travelled to Cornwall for the national competition.



● Musselburgh cadets take part in a charity mascot race in support of Sue Ryder

Then it was straight on to the next event the following day, for which the cadets donned mascot costumes to assist Sue Ryder with their charity mascot race at Musselburgh Racecourse.

LC Kris Edgar came a close second, running for Hearing Dogs for the Deaf as Scooby-Doo.

The cadets wore the costumes all day and had their pictures taken with the children, then helped with a bucket collection.

Thoughts then turned to the unit's spring fair, when money was raised for the RNLI, and a busy boating season.

Eleven cadets and two members

of staff from the unit have been presented with their Saltire Awards, signed by First Minister of Scotland Alex Salmond and Finance Secretary John Swinney.

Saltire Awards are the new Scottish awards formally recognising the commitment and contribution of youth volunteering.

Successful debut

TAUNTON cadets made history when they represented their unit in the National Drill and Piping competition – and just being there wasn't good enough for them.

This was the first time that the TS Roebuck cap tally had been

seen at the finals at HMS Raleigh.

Taunton entered a Colour Guard party, consisting of five cadets, and to get to Raleigh the party had to win district and area events, starting back in February.

Months of training, including dedicated weekends at Taunton manor Camp and HMS Raleigh, reinforced the routine twice-weekly parade nights.

And their efforts were well-rewarded with first place in the Dress Inspection category and runner-up in the Overall Colour Party category, putting Taunton second overall in the country.

The unit is very proud of its squad – AC Sam Wooler (11C), AC Katie Sweet (21C), AC Isaac Wallace (colour bearer), AC Jordan Evemy (guard) and LC Ashley Smith (guard), managed by PO (SCC) Martin Evemy – and is already looking forward to next year's competition.

Model gifted

MARKET Harborough cadets have been presented with a model Thames barge by the local branch of the Royal Naval Association.

The barge, made by Shipmate Mick Spencer, will be used at TS Fernie by cadets during 'parts of ship' recognition training.

Members of the unit are looking forward to a busy summer, with appointments at the town's Armed Forces Day event, the Foxton Locks Festival, and they have already displayed some dodgy dancing on a nautical float at the Harborough Carnival Parade.



● South Yorkshire sea cadets held their first district boatwork weekend of the year at TS Lightning, the Doncaster unit. A total of 16 cadets from across the district attended, taking part in various activities under the guidance of district instructors. Seven of those cadets were from Barnsley, with six gaining rowing qualifications

Six in a row for Telford

TELFORD unit clocked up their sixth burgee in a row as a result of another impressive annual inspection.

That puts them in the top 25 per cent of units in the country – not bad considering the nearest coast is more than 50 miles distant.

PO (SCC) Kevin Hoyles said: "Just because you are an inland unit you are not restricted in participating in any of the Sea Cadet Corps activities, and this proves you can be one of the best."

"Put in 100 per cent effort and determination and you will reap the rewards – keep up the good work."

Six cadets and one adult volunteer from Telford joined colleagues from Mercia District for a week at the Sea Cadet Training Centre in Weymouth.

Five of the Telford party were sailing, the sixth

power boating and the volunteer undertook a Level 2 power boating course.

Cadets from Telford, Birmingham Stirling and Wolverhampton, also participated in wall-climbing, and when not on duty went ashore in Weymouth.

They also saw the new Olympic centre at Portland, travelling by boat – led by power boaters as part of their navigation and pilotage training. A trip to the nearby Tank Museum was also organised.

All six Telford cadets came away with qualifications – Level 1 sailing for OC Victoria Kilbane, Cdt Elizabeth Oliver, Cdt Rachel Paynter, Cdt Daniel Paynter and Cdt Rhys Howman, Level 2 power boating for Cdt Jack Morris and Level 2 power boating displacement/coastal planning for PO (SCC) Kevin Hoyles.

Sefton marks 70 years

SEFTON unit celebrated its 70th birthday at Bootle Town Hall in the presence of the Mayor and Mayoress, Cllr Kevin and Mrs Linda Cluskey.

Also there were members of Crosby RNA, staff and cadets both past and present and senior district officers.

The gathering was entertained by Sefton unit's Glee Club, who received a standing ovation.

The unit, based at TS Starling, is proud of the strong bond it holds with members of the Captain Walker's Old Boys Association, and strives to honour the memory of both Capt Walker and the numerous crew members of the 36th Escort Group. and Second Support Group.

Anti-submarine specialist and brilliant tactician Capt Johnnie Walker commanded HMS Stork from September 1941 to September 1942, having told his crew on taking command that "I have a few ideas of my own" on how to combat the U-boat menace.

Prophetic words – while Senior Officer of the group, the ships directly under his command sank four U-boats in ten days while escorting convoy HG76 from the UK to Gibraltar, with other warships despatching a fifth.

He went on to command HMS Starling, sailing from Liverpool in charge of the Second Support Group, a strike force of sloops which destroyed at least 15 U-boats and successfully protected the D-Day landing forces.

He died in July 1944 as a direct result of exhaustion from his exploits, but is revered in Naval circles as the most successful Allied commander in winning the Battle of the Atlantic.

Burgee for Abingdon

ABINGDON unit played host to a number of VIPs, including the High Sheriff of Oxford, William Alden, Cllr Alison Thomson (Chairman of the Vale of the White Horse District Council) and Cllr Michael Badcock, Mayor of Abingdon, during their biannual Royal Navy Parade.

Parents, and supporters were also out in strength at the event, which forms part of the unit review process, with Southern Area Officer Cdr Richard Tarr as Inspecting Officer.

In his closing address, Cdr Tarr praised the hard work and effort of all the cadets and volunteer staff over the past year and made special note of the wide range of opportunities that were available to all the young people that join the Sea Cadets Corps.

Reflecting on the fact that Abingdon was awarded a Burgee, OIC A/Lt (SCC) Kevin Anderson RNR said: "I am very proud of all the cadets and staff at TS Marlborough."

"In 2011 we were delighted to have been awarded a Pennant for our performance."

"The Burgee is a higher award than that achieved last year."

"This has only been possible because of the continued commitment of all those involved with our unit – above all that of our young cadets."

Tony rewarded

MORE than 50 years of service to Kings Lynn unit by Lt Cdr (SCC) Tony Norris RNR has been officially recognised.

Tony received a Diamond Jubilee Award from the Mayor Cllr Colin Sampson, presented to mark outstanding voluntary work.

He joined TS Vancouver in 1959 as a 14-year-old and has been an active member ever since. He became an adult volunteer when he turned 18, and has been CO of the unit twice.

Now a grandfather to eight, Tony still devotes two to three evenings a week to ensuring the high standards of the unit are maintained.



● Alex Pissarro, Patrick Hall and Louis Gray, of Downside School CCF

Downside CCF tested

MEMBERS of the CCF were put through their paces in a series of gruelling and exciting exercises on land and on the water.

The biennial CCF Inspection Day involved cadets from Downside School, at Stratton-on-the-Fosse near Radstock, Somerset, and its associated Writhlington School.

Naval cadets took to the water at Emborough Quarry in canoes and dinghies as well as practising rope work.

The inspecting officer was Maj Gen Barry Lane, a former Somerset Light Infantry officer, whose job was to review and report on a series of exercises by Army and Navy cadets to ensure training, morale and well-being standards are maintained.

Throughout the morning cadets were given flights in a Sea King helicopter of 845 Squadron, Yeovilton.



● THE band of South Shields unit led a parade of around 100 Navy veterans through the streets of Newcastle on the final day of the Royal Naval Association Conference. The weekend's business began on the Saturday with LC Elliot Stephenson and Area Training Officer Lt Cdr (SCC) Paul Hurst RNR sounding the Last Post and Reveille at the opening of the Conference in the city's Assembly Rooms, and after Sunday's parade from Bigg Market to Eldon Square, RMC2 Matthew Fenwick laid a wreath on behalf of RNA National President Vice Admiral John McAnally at the foot of the war memorial

Hastings visits war cemeteries

CADETS and volunteers from Hastings unit were once more honoured to be invited to visit Hastings' twin town of Oudenaarde in Belgium, to take part in a Victory in Europe parade and celebrations.

The cadets put on a polished display in the parade, and wreaths were laid at both the National and British monuments.

The weekend was designed to encourage

greater understanding and involvement in European affairs visiting sites of interest such as Tyne Cot Commonwealth War Graves Cemetery and Memorial to the Missing and the Menin Gate to witness the Last Post ceremony.

This moving ceremony, which started in July 1928, has been carried out every evening by members of the fire brigade in Ypres, with the exception of the German occupation in

World War 2.

This year the unit was particularly grateful to the Hastings Youth Council – Youth Cash project, who provided a grant of £1,000 to open up the opportunity to more cadets than in previous years.

CO Lt (SCC) Alison Brennan-Wright RNR said the unit also wished to thank the twinning committees of Hastings and Oudenaarde.

Llanelli takes a peek at life in a submarine



A GROUP of cadets from Llanelli unit braved a 5am start for a long journey down to the West Country.

The motivation for hitting the road at such an early hour was the rare opportunity to visit an operational submarine.

The party from TS Echo had been given the chance to see what life is like on board a hunter-killer nuclear submarine – and they even tried their hand at some of the key jobs on board.

From firefighting, wearing PBI Gold firefighting suits and breathing apparatus, to steering

the boat from the helmsman's position, to peering through the periscope (pictured left) to firing some (simulated) torpedoes, the cadets managed to see a wide range of activities carried out by Royal Navy submariners.

And members of the crew were certainly keen to show off their boat after a busy year so far.

Sailing shortly after Christmas, the Trafalgar-class submarine spent several weeks at sea, both dived and on the surface, undergoing a demanding period

of Operational Sea Training.

The package was challenging (but rewarding, according to the deeps) and Trenchant is now fully prepared for the rigours of deployed operations.

At the conclusion of her training, the T-boat went alongside in Faslane for a period of maintenance to ensure she is ready for whatever lies ahead.

The completion of the spell of maintenance represents the culmination of more than two years of hard engineering work.

Westerham bid farewell to Cyril

MEMBERS of Westerham unit bid farewell to a wartime veteran who served on board the namesake of the youngsters' training ship.

Former PO Stoker Cyril Edward, who died at the end of April at the age of 91, served in the G-class destroyer HMS Gallant and was on board when she struck a mine in the Mediterranean in January 1941, blowing off the bows and killing 65 of his shipmates.

A Guard of Honour from TS Gallant escorted Cyril's coffin into the chapel at Basildon Crematorium and a bugler played the Last Post and Reveille.

A wreath in the design of HMS Gallant's crest was placed on top of the coffin, alongside a wreath from his widow Nell.

Westerham CO Lt (SCC) John Ingram RNR said: "It was an honour and a privilege to say goodbye to a very nice man.

"As well as being an honorary member of the unit's wardroom the cadets really liked him, and he will be sadly missed.

"Today the sun shone on probably one of the hottest days of the year, and the cadets did a fantastic job.

"What was really choking was that all the families and friends of Cyril applauded us when the service was over – the family were very touched by our efforts."

Cyril requested that all donations should go to the Sea Cadets' unit, which will see two cadets spend a week on TS Royalist – for which TS Gallant have expressed their gratitude.

Cyril joined the Royal Navy at Chatham in 1939 and left in 1953, and although he served on several ships, including HMS Obedient and HMS Malaya, Gallant was his favourite.

Guernsey out in numbers

MEMBERS of Guernsey unit attended the annual Liberation Day parade on the island, demonstrating how far they have come in 18 months.

The unit was allowed to parade its colour, and along with members of the Gurkha regiment, Chelsea Pensioners, veterans and other cadets the Sea cadets paraded in front of the Lieutenant Governor, Air Marshall Peter Walker, and the newly-installed Bailiff, Richard Collas.

Thirty cadets were involved in the parade, one as the Governor's Cadet, the others in the Colour Party.

They were accompanied by ten members of staff, which illustrates how the unit has flourished since it was struggling to survive just 18 months ago.

Even the Commanding Officer of the unit, former Royal Marine Lt (SCC) Paul Mooney RMR, attended in uniform – in his role as the Governor's chauffeur.



Skills put into action

FIRST Aid is a qualification most cadets can't wait to achieve but hope they will never use in real life.

But it can happen.

After completing her Third Class First Aid through the Corps, OC Mallen Rawsthorne (pictured above), from Kirkby and Liverpool North unit, had to put her new skills into action while out shopping with her family.

Ironically, the unit had its first review just two weeks earlier, and Mallen helped stage a first-aid evolution based in Liverpool's city centre shopping area, with a scenario including a casualty who had collapsed.

When it came to the crunch, Mallen remembered her training. "I saw this man surrounded by loads of people," she said.

"I checked his breathing and his mouth.

"I saw that he had chewing gum in his mouth, so I scooped it out with my little finger.

"I pulled on his ear to get a response but that didn't work.

"Someone called for an ambulance, and with the help of two others I put him into the recovery position, and I put all his bags by him."

When the ambulance arrived the professional took over, and the man eventually came round and recovered.

Mallen said she was proud that she had been able to use her training, and hopes to go on to gain a First Class qualification.

Up to standard

TWO cadets from Methil and District unit, LC Charles Simpson and Cdt Connor Methven, were put through their paces by adjudicators from the Royal British Legion Scotland to represent Fife at the National Standard Bearers Competition this month.

Each cadet had to complete a series of drill movements carrying a standard, with strict judging based on discipline and precision.

Charles was awarded first place and will represent Methil and District Sea Cadets and Fife RBLS at the finals this month, while Connor was a very close second.

Reunion strengthens Ardent links

STAFF and cadets from Bollington and Macclesfield unit attended the 30th annual reunion of their training ship's namesake, the HMS Ardent Association at HMS Drake in Plymouth.

The unit provided a Guard of Honour for Admiral Lord West, the CO of Ardent and subsequently First Sea Lord, who is also TS Ardent's President, together with the ship's Lady Sponsor, the Duchess of Gloucester (pictured right).

After the church service, the Duchess met survivors of the ship's company and relatives of the 22 who died when Ardent was sunk by Argentine aircraft on May 21 1982.

A formal dinner and dance was held on the Saturday night which was attended, as usual, by the TS Ardent Formation Dance Team.

A bright but breezy Sunday morning saw 'survivors' from Saturday night on the

usual boat trip around Plymouth Harbour to blow away the cobwebs.

A final get-together for Sunday lunch at the St Levan in Plymouth, Ardent's favourite watering hole, allowed everyone the opportunity to chat and then say their farewells for another year.

TS Ardent left Plymouth to a rousing 'three cheers' from the Association members.

Lt (SCC) David Thickett RNR, CO of TS Ardent, said: "We are immensely proud of our links to HMS Ardent, whose name we proudly bear, and welcome the opportunity each year to pay our respects to those who served in Ardent and particularly to those who paid the ultimate price.

"It's a huge testament to the 'family spirit' engendered within the ship's company that the 'Ardents' continue to get together in strength after 30 years.

"We look forward to those links continuing for many years to come."



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SEA CADETS



Head of the river (pageant)

MORE than 350 Sea Cadets from across the country had a part to play in national celebrations for the Queen's Diamond Jubilee in London.

Many took part in the Thames Pageant, which saw more than 1,000 vessels of all shapes and sizes make their way down the Thames in pageant which has not been seen on the capital's waterway since 1717.

And they were not just taking part – many of them literally had a leading role as they manned a flotilla of 55 small boats which led the Queen's barge, the Spirit of Chartwell, along the lower reaches of the Thames.

Cadets trained hard in preparation as they were the focal point in the procession – indeed Salford unit's efforts were filmed by *Blue Peter* as they practised on

the canal in Trinity 500s.

The task of each boat was to carry the flag of a Commonwealth nation, sailing in a diamond formation on an 11km route from Wandsworth to Greenwich.

Cadets and adult volunteers, in foul-weather gear, sailed their Trinity 500s along the river, each boat being powered by an outboard engine provided by Suzuki GB.

Captain Sea Cadets Capt Mark Windsor said: "This is a great honour for us, not least as the Queen is our Patron, but it also offers our cadets an incredible opportunity to take part in a once-in-a-lifetime event, to be part of history."

One of the units represented was Northampton and Wellingborough, whose CO, Lt (SCC) Claire Read RNR, said: "It's an honour and a privilege for

our cadets to be selected for this prestigious event.

"Our cadets from Northampton and Rushden (Diamond) Division are proud to honour Her Majesty in this event."

Also on the river was a boat manned by cadets from Southwark unit, one of the crew of which was lucky enough to be invited to the Diamond Jubilee Lunch at Westminster Hall.

LC Benjamin Wood and colleague OC Karol Andino were guests of the Worshipful Company of Scientific Instrument Makers, and were seated at a table adjacent to the Queen.

The Wandsworth unit was interviewed for the BBC *Newsround* programme, while the progress of cadets from various units on board TS Royalist, part of the Avenue of Sail, was followed by *Blue Peter*'s Helen Skelton as

the Corps' sail training ship was prepared for her passage from Gosport to London.

Two Medway Towns cadets, POC Hanna Buckingham and RMC L/Cpl Ethan Kitsell, represented the Corps at the Jubilee reception held at HMS President as part of the pageant.

The Royal Naval Reserve unit had to move to wet-weather routine, so the cadets did not actually meet the Queen on the packed main deck.

But they did attract the attention of a number of notable VIPs, including the Princess Royal, Prime Minister David Cameron, First Sea Lord Admiral Sir Mark Stanhope and several high-ranking officials from Commonwealth nations.

Another unit to attract Royal attention in the lead-up to the national celebrations was Middleton and Chadderton, who provided 12 cadets to perform a PT display for the Queen and Duke of Edinburgh at a garden party in Manchester before Easter.



● Clockwise from top: Sea Cadet Trinity 500s sail past veterans on board HMS Belfast in the Pool of London; the Sea Cadet flotilla lead the Royal barge (top right of picture), which is surrounded by a Royal Navy escort; Captain Sea Cadets Capt Mark Windsor with two of the participants in the Sea Cadet flotilla; Sea Cadets prepare to board their boats for the Diamond Jubilee Thames River Pageant

Pictures: Leon McGowran for the Marine Society Sea Cadets





Arctic role recognised

IT IS 70 years this month since Arctic convoys reached their nadir with the slaughter of PQ17 – two out of three ships never reached their destinations on the Kola peninsula.

The ill-fated convoy is by far the most (in)famous of all those to Russia – and its mauling has rather overshadowed historiography of the four-year effort to supply the Soviet Union with war matériel.

For that campaign was a success: of the 40 convoys comprising more than 800 ships, ‘only’ 68 were sunk; nearly four million tonnes of equipment were successfully delivered to the USSR.

The Russians have always better appreciated the sacrifice made by Allied sailors on these bitter journeys than Britons.

To this day the dwindling band of veterans fight vigorously for full recognition of their deeds with a campaign medal (they were initially presented with the Atlantic Star and, more recently, an Arctic pin to fix to it).

The Soviets, and now the Russians, on the other hand have cast various medals and presented them to convoy veterans with some fanfare.

The most recent such ceremony, attended by the Russian ambassador, took place in 2010 aboard HMS Belfast in London – not only Britain’s final reminder of the days of the big gun Navy, but also ‘the last witness’ of the Arctic convoys.

And when it came to replacing the cruiser’s mast later that year, Russian businesses and Russian shipyards stepped in.

To mark the mast project, to celebrate Belfast herself and to honour the men who sailed to Murmansk, Archangel and the Kola inlet between 1941 and 1945, the DVD *Last Witness* has been produced.

It is (we think) the only DVD documentary dedicated to the Russian convoys (normally the Arctic runs are slotted into documentaries about the Atlantic, an entirely different effort: different objectives, different conditions).

The result is a moving and worthy tribute to the thousands of men who took part in the convoys.

Last Witness mixes the Belfast story with that of the convoys, using contemporary footage, newsreels and interviews with veterans and historians (among the latter former First Sea Lord Lord West and Tim Lewin, son of the late, great Lord Lewin who survived a dozen Arctic convoys and also served aboard Belfast).

Both the veterans and the commentators leave the viewer in no doubt that running the gauntlet of U-boat, Luftwaffe and, occasionally, German surface ship, off the North Cape was a bitter – but also largely successful – affair.

For as Lord West points out, the Russians “ripped the guts out of the German Army. If they hadn’t have done that, one hates to think what might have happened to the world.”

As well as the main feature, the DVD includes extended interviews with veteran gunnery instructor Fred Jewett and Lord West, extra footage from the campaign and a look at HMS Belfast today.

■ Price (including P&P) £13 and available from Lewin of Greenwich Organisation, 72A High Street, Battle, TN33 0GA.

Proceeds will go towards producing a film marking ties between the Royal Navy, HMS Belfast and Russia due out next May.

Best laid plans...

THE GROVE REVIEW

IT HAS traditionally been argued that strategic planning was not a major strength of the Royal Navy around the turn of the 20th Century, writes Prof Eric Grove of the University of Salford.

Without a proper staff until just before World War 1 what passed for strategic planning has, as this author says in his introduction to *Strategy and War Planning in the British Navy 1887-1918* (Boydell, £65 ISBN 978-1-84383-698-8) been accused of being “puerile, ill informed and based on the whims of senior officers such as Fisher.”

In this book, a version of his doctoral dissertation at Kings College, London presented nine years ago, Dr Shawn T Grimes tries to put forward an alternative view that the Royal Navy in this period possessed a “legitimate, progressive, and innovative approach to naval planning which effectively met the challenges confronting Britain at the zenith of its imperial/world power.”

I have to admit to being rather disappointed at what could have been a very significant study.

Indeed 1887 is a crucial year in the Royal Navy’s strategic development with a complete redefinition of the fleet as ‘battleships’ and ‘cruisers’.

The following year, with war with France a possibility, the Duke of Edinburgh, C-in-C Mediterranean Fleet, was told not to attack Toulon – the standard 19th Century ‘littoral’ *modus operandi* – but to wait for the French fleet to come out.

Surprisingly, there is no discussion of this significant development, although the author does point out that the year marked a new interest in blockade under modern conditions. The author does not seem to recognise the fundamental nature of the transition that was taking place, although his analysis of the naval exercises of this period is a useful addition to understanding the rebirth of ‘blue water’ naval warfare which was happening.

Grimes emphasises the nexus between officers important in planning and naval historians and writers of this key early period. There is much assertion but little on the actual mechanics of how things worked.

To call the newly-created Navy Records Society, significant as it was, the equivalent to an historical

section of a Naval Staff is an over-statement to say the least and demonstrates little recognition of what such an organisation does.

Later civilians such as Corbett were recruited to work closely with the Royal Navy but for some reason Grimes seems to downgrade the latter’s role in the 1907 war plans whose overall importance he rightly rehabilitates.

The author also gets tangled up in a rather needless attempt to join the fashion of trying to argue that Britain was directing planning against Germany much earlier than argued by the predominant school of recent historians of the period.

To dismiss members of this school, such as Nicholas Lambert, as ‘revisionist’ is rather silly; they are the current establishment and it is historians such as Grimes who are the new revisionists. Those taking the new approach – which is quite legitimate – need to produce more evidence if they are fully to convince. It can be done, but not fully satisfactorily here.

It is certainly true that Britain was beginning to plan against Germany as soon as the German fleet began to grow, but none of the evidence Grimes presents seemed to me to support his case for a major anti-German reorientation before 1905.

Some of his major assertions of preoccupation with Germany come straight from rather old secondary sources that I would advise my students to use but not to take on trust. And to say that the 1904 fleet redistribution was to bring the resulting deployment “closer to the North Sea” is just obtuse.

Indeed, the author has to admit that the new Channel and Atlantic Fleets were deployed as much against France and Russia as they were against Germany. Portland and Gibraltar (which is persistently and annoyingly misspelt throughout) are hardly optimal bases for war with Germany.

Grimes has problems

distinguishing between the Channel and Home Fleets and the latter reappears as if from nowhere and with no explanation. This is surprising given the controversy when Fisher set it up again in 1907, especially as its creation marks the beginning of the real turn in deployment to face the growing rival across the North Sea.

It also coincides with the 1907 war plans and should have been a landmark in the book’s argument. The same year also marked the creation of the German High Sea Fleet which the book, again rather annoyingly, quotes as being in existence from the start of German naval expansion.

The author shows the connection between British naval procurement and war planning for European waters. The connections he makes are valid enough but he should have looked at the works of Dr Norman Friedman on British destroyers and cruisers, where a wider context is presented based on a more thorough search in the archives.

A book on British war planning in this period cannot just dismiss in passing the Fisher Admiralty’s novel ideas of using wireless for intelligence-based commerce defence. This novel doctrine accounts in large part for the abandonment of convoy and, in its way, supports the author’s argument of innovative Admiralty thinking responding to technological developments.

A small but worrying technical error is the use of the anachronistic term ‘heavy cruiser’ for large German ‘armoured cruisers’ in the table on the growth of the High Sea Fleet. This is doubly wrong as all six modern larger cruisers available to Germany in 1900 did not even qualify as ‘armoured cruisers’.

Dr Grimes makes the points which interest him satisfactorily enough. He shows that there was a real and serious strategic debate carried out in the Royal

Navy in a typically British, but not necessarily ineffective, evolving, *ad hoc* framework with the Naval Intelligence Division at its centre.

The later Naval Staff was not just created as if by magic from nowhere, although the author does admit that the Fisher-Beresford duel had an unfortunate impact given the system’s dependence on personal trust and contacts.

There was indeed continuity between late 19th Century planning and the first two decades of the new century, although it is hard not to be a little concerned that ideas which had been exploded kept returning.

Nevertheless, the distant blockade strategy apparently adopted at the end of 1912 and implemented in 1914 was an option that had long been considered. Another important set of issues the author brings out in a particularly interesting and original way are the problems posed to Baltic planning by Norwegian independence.

More offensive operations against the German North Sea coast or into the Baltic were clearly being considered and some at least made sense but they seemed too dangerous in World War 1 and an analysis of the point at which they became more clearly impractical would have been useful.

What was surprising to this reviewer was how important amphibious attack remained in the British naval armoury at a time contemporary gunnery records seem to indicate that shore bombardment was being ignored.

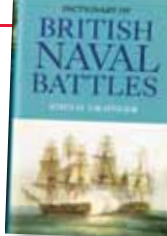
There is much that is good and useful in this study but the process of conversion from a thesis into a book has not been handled sufficiently well.

Nevertheless, readers who wish to understand the RN’s strategic development before and during WW1 must read it as a significant contribution to a growing and important debate and not be put off by its rather self-righteous and overly-critical attitude.

The high price, however, means it is probably too steep for most readers but, if you still have one, a public library might be the best option. It is recommended but use with care, this is not the final word!



REVIEW



From Aboukir to Zylpha

THE shelves of the *Navy News* library positively creak under the weight of reference books which we dip into on a daily basis.

We have tomes for squadrons and aircraft, Colledge’s famous *Ships of the Royal Navy*, the ever-useful *Royal Navy Day-by-Day*, naval slang is ably (and humorously) covered by *Jackspeak*, there are volumes on battle honours, guides to ship’s badges, shore establishments, even trawlers.

What we do not have is a definitive guide to battles. Step forward John Grainger who has compiled the Bible of British vessels in action over the past millennium (the earliest entries pre-date the RN and UK by many centuries).

The result is the impressive *Dictionary of British Naval Battles* (Boydell Press, £95 ISBN 978-1-84383-704-6), quite literally the A-Z of ships in battle or in harm’s way from the Dark Ages to the present day.

Of course, therefore, the 500-page encyclopædia features “great thunderous clashes between immense fleets”, the Jutlands, Trafalgars, Niles.

But the real accomplishment of the book is including the smaller skirmishes. The author defines a battle as “one ship fighting another. The number of such encounters is very large, though finite.”

And battle can be a very one-sided affair. Take the first entry: the Aboukir, Hogue and Cressy, which were sitting ducks for German submarine U9 on September 22 1914.

Each entry in the dictionary is a battle or clash pared down to the bare minimum. So Trafalgar is reduced to a couple of paragraphs – with pointers to further reading.

Rightly, the author does not pass judgment on his subject matter: Jutland, for example, is played straight – no Jellicoe/Beatty controversy.

Given the scale of the task the author concedes there might be omissions. The Iraq 2003 campaign (listed under Persian Gulf along with the many other clashes here since the early 17th Century) omits the commando assault on Al Faw – although it does credit the key naval gunfire support and minehunting roles performed by the RN.

Such blips are nitpicking on our part, for otherwise this is a monumental work. It should be on the shelf of every serious RN historian.

It’s just a shame the price is so high (although a trawl of the internet will reveal you can save around one third of the cover price). Hopefully a paperback will appear in due course.

The dictionary begins with the tragedy in the Broad Fourteens. The very last entry? The Q-ship Zylpha, a former collier turned into a decoy vessel to lure WW1 U-boats to their death. She was fatally damaged by torpedo from either U82 or U96 in June 1917.

How the war was won

BEYOND ship’s logs, after-action reports, orders and signals, World War 2 at sea was documented by a team of official historians – as the conflict raged.

These accounts of the most important actions of the war – more than 50 were produced from the Tobruk run to the Normandy landings, carrier operations off Japan to the crippling of the French Fleet at Oran – served as a narrative of what happened and offered lessons for future operations.

The summaries have been available for some time – but only to those who made the pilgrimage to archives such as Kew or the Naval Historical Branch.

This is the first time they’ve been available in published form thanks to a link-up between Dartmouth and the University of Plymouth.

They are an excellent addition to WW2 naval literature – fluid yet concise and remarkably accurate given the wartime limitations under which they were compiled.

Four volumes have been issued in paperback at £17 each:

Hitler’s Ghost Ships (ISBN 978-1841023083 – a collection of three summaries charting the demise of the Graf Spee, Scharnhorst and German surface raiders);

Hunting Tirpitz (ISBN 978-1841023106 – three accounts of attacks on Hitler’s last battleship, plus extracts from the Naval Staff history of efforts to sink the leviathan);

Dark Seas (ISBN 978-1841023045 – Cape Matapan, featuring a rare first-hand account from the Duke of Edinburgh, then serving as a junior officer in HMS Valiant);

Fight for the Fjords (ISBN 978-1841023069 the battle for Norway in 1940 – we’ve not seen a copy of this volume) .

Of the books which have been sent to

Navy News, *Hunting Tirpitz* is the thickest and, arguably, most interesting. It details not just the X-craft efforts to cripple the battleship, or the Fleet Air Arm’s efforts to do likewise (which aren’t as well known as the midgeet submarine attacks), but also the St Nazaire raid to knock out the French port as a potential base for the vessel should Hitler intend for it to strike out into the Atlantic (as it happened, he didn’t).

The account of the Campbeltown raid was completed in the summer of 1942 and re-written just after the war’s end once the RN had access to the beaten foe and his papers (the entire German naval archives fell into the hands of British commandos).

As well as being excellently illustrated with maps and diagrams (something of a triumph throughout the battle summary series), the real surprise of these reports is their readability.

Naval Staff documents and histories are invariably a dry read. British official histories of WW2 are a very dull affair compared with their American counterparts – and almost exclusively omit the human story (something at which the US historians excelled...).

Not so the battle summaries, which are written in a very readable style – sometimes admittedly with a typical bit of British understatement. For example, five participants of the St Nazaire raid eluded capture and eventually returned to Blighty “after remarkable adventures” (!).

As for the attack on the docks, the spy network in France provided some clues as to its success – and to the aftermath of the destruction of HMS Campbeltown, which was blown up to render the dry dock useless.

“There was no sign of HMS Campbeltown beyond metal debris,” one French dockyard worker reported. “The whole of the corner on both sides of the lock was littered with legs, arms, heads and entrails. From the scattered

pieces, he could see that they belonged to Germans. Military working parties were shovelling the remains together and scattering sand over the ground in a dazed, disorganised way.”

The author of the St Nazaire summary lamented there were few commandos or Campbeltown crew to recount deeds of the action when the narrative was compiled: “Results must be the silent witnesses of their achievements.”

Which isn’t an entirely bad epitaph for many of the Royal Navy’s deeds then and now...

Tirpitz’s demise was no less horrific than the vapourising of the Campbeltown. Although X-craft and the Fleet Air Arm damaged the ship, they did not sink her. It took heavy bombers and Tallboy bombs to cause the battleship to capsize in late 1944.

And even though that final raid was an RAF affair, the RN gathered first-hand accounts of the battleship’s final moments from some of the survivors (between 1,000 and 1,200 men were lost; anywhere between 200 and 900 survived).

“Ernst, now we all have to die – now I will never see my mum again,” one sailor told PO Ernst Renner as Tirpitz turned turtle. The inrush of water through hatches carried some men away to their deaths in other parts of the ship, while wood and equipment bashed and floated around. The emergency lighting only lasted for six hours, after which time the trapped men were plunged into darkness with air running out.

More than 80 sailors were saved by cutting open the upturned hull (think *The Poseidon Adventure*...). “The sight of the night sky was overwhelming and filled me with faith and thanks,” wrote junior officer Willibald Vösling.

Such thoughts weren’t a million miles away from those who survived the loss of the Hood, Prince of Wales, or Barham.





Hand in gauntlet

WE RETURN once more to the sporting news of North America as the Royal Marines took on their US counterparts in a variety of sporting challenges ranging up and down the east coast on Virginia Gauntlet.

Are you ready for the off? *Deep breath* So let's begin the second week of the sporting extravaganza...

Day EIGHT

Not so much sport as sporting, members of the RM Sports Team visited Philadelphia and in tribute to Rocky Balboa ran along Philly Boulevard then sprinted up the famous steps.

Meanwhile in Washington, a shotgun competition took place at the Prince George Shooting club, but instead of international it was intranational with the green berets splitting into two rival groups. The venue was stunning, with a clubhouse packed to the rafters with stuffed examples of pretty much every kind of animal that is legal to shoot...

This was the precursor to some practice on the skeet shooting range with the US Marine Corps (USMC) team, which swiftly descended (as it would) into a physical challenge between the two teams with shooting interspersed with PTI challenges. Winners laurels went to Cpl John Richardson and C/Sgt Rob King, who both now proudly possess USMC Weapon Battalion T-shirts.

Day NINE

The perambulating members of the Sports Team visited New York, their trip coinciding with the last overflight of the Space Shuttle as Enterprise, docked with a Boeing 747 jumbo jet, flew over the Statue of Liberty and the Manhattan skyline.

Westpoint Academy was the location of the last game for the RM Football team. The team had a demanding record: victories in all their previous matches so expectations were high. Stalwart of the team, C/Sgt Richie Hope led out the team as captain, but the Westpoint Academy team were honed and ready on their own ground, while the Royal Marines struggled and were strangely out of sorts.

The Westpoint attackers piled on the pressure on the RM defenders, and a Westpoint corner gave the ideal opening for their first goal.

The second half saw some significant rejigging of the RM team, but to no avail. An incredible 30-yard strike from the Westpoint midfield fired straight into the top

corner of the goal. The final minutes saw the frustrations get the better of the RM team, and a further three goals buffeted the disheartened team. The final score was Westpoint 5 - Royal Marines 0.

Day TEN

The Royals faced up to the New York US Coast Guard team on the basketball court at Wagner College, Staten Island. The match began at an electrifying pace with the Coast Guard (CG) team pulling ahead by seven in the first couple of minutes. But the RM team clawed back some of this advantage, and the match went into the second quarter with the RM team up 25 to 24.

But by the end of that quarter, the CG had pushed back hard with some inventive play, and notched up a leading score of 50 to the Royal Marine's 38.

Obviously this experience sharpened both sides, whose determination was equally matched, with the third quarter ending with the teams neck and neck at 67-67.

The CG were using their power forwards to drive onwards and RM made a couple of mistakes fouling and taking them to the line. The tempo picked up even more as the game went to and fro, with the match in the balance.

Sgt Woody Woodcock, the big RM centre, was having an outstanding last quarter. He rejected a key CG play, by swatting the ball back to his own player, then at the pivotal moment, made a great play of a fake and drive that gave the RM the lead by four at 86-82.

A further CG score led to a timeout where the experience of Head Coach CSgt Marty Page paid dividends: "Keep the ball, expect to be fouled, keep your heads" was the call, and the RM team executed to perfection as CG chased the game.

A final nail in the coffin, an easy two-point shot from Mne George Sinclair concluded an amazing victory for the RM team at 88-84.

This was a class performance, indeed, one of the best of the entire sports tour.

Day TWELVE

Next day saw the US Marine Corps line up against the Royals for a rugby league match, where the Brits had an undefeated record to date (but so did the basketball team up to their final bout...).

The US side was geared up and ready for battle, but short of four players - RM rugby union players stepped

in to fill the shortfall.

The game kicked off and was taken into the steady hands of the RM side who almost instantly drove deep and hard into the American lines looking strong and composed among the barrage of knocks and hits that the next few minutes delivered.

Then the flood gates opened for a series of outstanding tries by Mnes Stannard, Blackburn and Causby. Mne Blackburn's left the opposition in awe due to the demonstration laid on by the visitors, displaying fast hands, fantastic communication as well as dynamic and inventive rugby.

The match saw a couple of minor scuffles, and the second half deposited WO2 Chris Richards temporarily out of action in the 'blood bin' due to a nose bleed caused by overenthusiastic tackling and charging.

However blood aside, the Royals stayed triumphant through 80 minutes of furious gameplay: score RM 98 - USMC East Coast Select 0.

Day THIRTEEN

Culmination of the two-week event was the Blue Riband boxing in the main gymnasium at Quantico with the sports hall packed with VIP guests along with the entire RM Sports Team of 256.

Over the course of nine hard-fought bouts the Royals and US Marines slugged it out to an eventual win by the Americans in this harsh arena.

The closing ceremony saw the award of the Virginia Gauntlet Trophy to the overall winners - but let's not reveal that just yet...

Brigadier Paul Denning RM said: "We, the Royal Marines, are proud of our commando qualities of determination, courage, cheerfulness in the face of adversity and selflessness and this was encapsulated on both sides in the best boxing event that I have ever seen."

"We have both lost marines with many others that have been injured on recent operations. Sport in the Royal Marines is vital and there is a direct link to sporting endeavour and preparation for war."

The senior officer, Deputy Commandant General Royal Marines and chairman of Royal Marines Sport, thanked the Americans for their welcome and hosting over the previous two weeks.

And the trophy winners? Congratulations to the Royal Marines.

Pictures: PO(Phot) Sean Clea and Virginia Gauntlet participants



On the road again... and off it...

WITH the season now in full swing, Navy **cyclists** have been in action both on and off road around the country, *writes WO1 Sean Childs*.

PO Rob Smith RNR (HMS Vivid) was the sole RN entrant in the European 12h MTB Solo Championships in Newcastle, Scotland.

This was the second time Rob had entered this race, and his task was made more onerous as he faced some of the best off-road endurance riders in Europe, all vying to be crowned UK or European champion.

This year's event also for the first time included the highly contested Inter-Service Category; open to the fighting arms and emergency services.

After 12 hours of racing and over 100 miles completed over very tough terrain, Rob put in a sterling performance to finish sixth overall in the veteran category – becoming top Service rider in the process.

In the MTB National X-Country Series, the RN's lead protagonists of Maj Andy Plewes (NCHQ), Sgt Oli Yates (40 Cdo) and Surg Lt Cdr Al Lovell (HMS Drake) are usually found near the front of the field mixing it with the UK's best civilian riders.

The ride of the day came from Lovell, who posted a top-ten finish in the competitive masters category at a very wet Dalby Forest, North Yorkshire Moors.

Back on the road, the RN ten and 25-mile time trial championships were held in the South West over two days: the ten miler in conjunction with the Camel Valley C&TC Open event, on a two-lap dual carriageway/A road course; the 25-mile was incorporated in the Tavistock Wheelers Open event the very next morning, on what can only be considered as a horrendous hilly course that consisted of approximately 1800ft of climbs on the A road between Tavistock and Okehampton.

The open ten-mile race was won by elite rider Blake Pond (North Devon Wheelers) who set a blistering 20m 40ss ride. WO1 Sean Childs (HMS Neptune) was second in 21m 12s, taking the RN ten-mile title for the tenth time.

PO(Phot) Nick Tryon was runner-up in the RN championships (22m 4s) and Lt Cdr Nick Percy third in 22m 51s (both Neptune) making it a 1-2-3 for the 'Hood' north of the wall.

The following morning's tough 25-mile open event was won by Henry Benning (North Devon Wheelers) in 57min 51sec.

Childs was third overall in 58m 43s taking the RN 25 title for the tenth time, while Percy got the better of Tryon to avenge the previous day's result in 1h 3m 42s, 1m 23 seconds ahead of the photographer.

The annual RN road race championship was organised by POPT Mark Smith (Raleigh) at RNAS Merryfield and comprised two separate races: a sprint aimed at novices or beginners which consisted of 40 minutes plus two laps (approximately 24 miles).

The second race was the open: aimed at the more experienced and competitive cyclist over 60 minutes plus two laps (approximately 32 miles).

By the half way stage, a group of seven riders – Childs, Scott Easter (associate member), PO Jason Duckworth (Heron), Shaun Green (Army Associate Member), Cpl Gary Sparkes (RAF), Lt Cdr Lee Sanderson SCC (Raleigh) and S/Sgt Martin Smith (26 Regt) ≠ had broken away.

With two laps to go, the group splintered again due to various attacks which left Easter, Childs, Smith and Duckworth clear.

As they approached the finish, Easter took off, with Smith hot on his tail.

Smith overcame Easter to cruise to the win, with a battling Duckworth overhauling a fading Easter to take second place and become the new RN road race champion.

It was alright on the Wight

IN COMPLETE contrast to 2011, the sun was definitely shining on this year's Exercise Solent Splash which delivered BCU Sea Kayak training, *writes WO1 Stuart Clayton*.

Using Jersey Camp on the Isle of Wight as a base, the 21 paddlers and five coaches had easy access to what are considered to be some of the best Sea Kayak locations in the South.

With 92 kilometres (57 miles) of dramatic coastline, the island has sheltered bays and estuaries, allowing less-experienced paddlers to

gain confidence.

As skill levels increase there are tidal races, over-falls, surf beaches and caves to explore.

Sea kayaking is an approved adventurous training activity ideally suited to members of the Naval Service due to the close proximity of units and establishments to the sea.

In addition to meeting the aims of AT, it also provides excellent opportunities for personnel to learn and develop core maritime skills and raises their awareness of the environment in

which they routinely operate.

The culmination of this year's event saw 20 paddlers, led by WO2 'Batch' Batchelor (SEME) and CPO Joe Shelverton (824 NAS), complete a nine-nautical-mile trip from St Helens on the Isle of Wight to Whale Island via the 'Palmerston Follies' forts which pepper the Solent.

Visit www.rnka.co.uk or contact WO1 Clayton (**FLEET-DNPERs HR ACMP OPSWO**), for more details.

Rock of aged

A 20-man Royal Navy veterans squad left the cold, wet UK behind for a short tour of the Rock to take on Combined Services Gibraltar and a Gibraltar FA select side.

The first game against CSG was played on a hot, windy evening against a relatively young team. To celebrate reaching the ripe old age of 60, the captain's arm band was given to Ronnie Binns, probably the oldest player to represent the RN.

With only five hours to acclimatise to the warm, humid and windy conditions, the RN struggled to get any momentum into their game, and were put under pressure from the start.

They were lucky not to be behind in the 12th minute when a CS header hit the post.

Three minutes later a great cross from the RN's Eric Barrett was met by Steve Johnson only for the striker to put the ball just wide.

The RN were now coming into their own and starting to take control of the game; a long-range effort from Paul Lewsley scraped the post with the CS keeper well beaten.

Eventually in the 22nd minute a terrific long-range shot from Dave Wilson found the back of the net to give the RN a well-deserved lead.

With the well-organised RN defence of Craig Merritt, Steve Riley, Dutchy Holland, Marty Wallace and Eric Barrett, the Navy had a sound platform to take the game to the hosts.

Johnson created a great opportunity for Neal Frame who shot well wide of the target.

Unfortunately after 35 minutes the RN lost the creative skill of Lewsley with an ankle injury. But shortly after he left the field the RN increased their lead with another long-range shot from Barrett.



ONSIDE with Lt Cdr Neil Hordwood, RNFA

Mick Heath, the RN keeper, was a virtual spectator in the match until he found himself in a one-on-one situation; standing tall he forced the attacker into making a mistake and saved with ease.

Just before half time another great cross from Scott Mather found Steve Johnson whose header cannoned off the crossbar to safety.

At half time there were a number of changes, but even with all these changes the veterans kept control of the game keeping possession for long periods of play.

Strikers Kev Maddock and Fraser Quirke in their youthful enthusiasm got in each other's way and squandered the chance of increasing the lead.

However, good work from Frame gave the RN another opportunity to increase their lead only to see Wallace hit the crossbar from close range.

But it was not long before the Navy went further ahead when a well-weighted through ball from Fraser Quirke found Dave Wilson who scored with ease. 3-0.

Chances were being made at will: Maddock and Quirke were denied by the keeper and woodwork respectively.

Then, against the run of play, the ball was given away by the RN for CSG to score from close range.

Fantastic inter-play between Quirke and Maddock in the Gib penalty area was rewarded when Maddock was up-ended by a defender resulting in a penalty being awarded.

The trauma must have been too much for Maddock whose poorly-taken spot kick was easily saved by the CS keeper. In the final moments of the game the

RN netted their fourth goal when a free kick from Quirke found Shaun Foster at the back post to head home past a floundering CS defence. Final score: 4-1 to the RN.

After that convincing win the Vets knew that Gibraltar FA Select were going to be much tougher opposition.

Once again the weather conditions were sunny, hot and humid even with a mid-morning kick-off, both teams started the game cautiously. It was not until the 15th minute that the first real chance arrived; creative play between Martin Smith and Johnson set up an opportunity for Dave Wilson only to see his shot hit the side netting.

From the ensuing goal kick the Gibraltar side carved out an opening when RN defender Steve Riley called for a "taxi" and was nutmegged; the resulting cross saw the Gibraltar forward's header scrape the crossbar.

The two sides were attacking at will but both defences were holding out. The RN eventually broke the deadlock in the 30th minute.

A strike from Quirke was too hot for home goalkeeper to handle; Riley was the first to react and stabbed the ball home.

Five minutes later the home side equalised. A goal-bound shot was well blocked by the RN defence, however the ball fell kindly to a Gibraltar striker who smashed it home from close range, giving Heath in the RN goal no chance.

Just after this the veterans lost the versatile Smith to an ankle injury; he was replaced by the all round multi-talented Eric Barrett.

In the final seconds of an

entertaining first half Barrett whipped in a cross to the far post where Johnson, diving at full length (similar to his attempt in the H4H match at Reading FC), saw his fantastic header go just wide. Half time: 1-1

Changes at the break saw Shaun Foster replace Craig Merritt, Marty Wallace on for Dutchy Holland and Kev Maddock stepping into Neal Frame's boots.

Right from the outset the Navy came under constant pressure with keeper Heath having to make two great saves from long-range efforts in quick succession.

In the 70th minute Gibraltar took the lead with a powerful shot after some intricate play for 2-1

The Navy responded well: Foster broke down the right and his exceptional cross to the back post found the ever-alert Johnson but again his fantastic header going inches wide of the target.

In the final minutes the vets were throwing everything at the home defence. Riley broke down the left and was brought down just outside the box. From the resulting free kick Paul Willetts drove the ball into the front post for Steve Riley to head home his second goal and a deserved equaliser – which is how the game finished: 2-2.

In recognition of the 30th anniversary of the Falklands Conflict, Plymouth Argyle hosted the annual match between the Royal Marines and Parachute Regiment.

In a highly-competitive game the Royals overcame the Paras courtesy of a solitary first-half goal scored by Christian Courtney after 12 minutes.

Both sides had chances to score, the best of which fell to RM striker Lee Salmons who, amazingly, blazed his strike over the bar from six yards. Both teams had half chances in the second period but neither really troubled the opposition goalkeeper.

Marine Mike almost the pawn king

SGT Mike Redman (42 Cdo)

just missed out on his second Combined Services Chess

Championship individual title.

Having led the field throughout the tournament Sgt Redman drew Sgt Dave Onley, 11 (Royal School of Signals) Sig Regt in the final round.

After almost three hours of tense battle, the Royal Marine found himself with a good advantage over the board, but behind on the clock, needing to make five moves in fewer than 60 seconds to reach the time control.

With only seconds left Redman blundered badly and the Army signaller took full advantage to tear into his opponent's position; with checkmate unavoidable, Redman resigned.

The Services meet annually to contest the single Service and Combined Service Chess Championships and this year's tournament was held in the Nuffield Pavilion, RAF Cosford.

The tournament is open to all standards, but at the top end the Services have some very strong chess players capable of holding their own at national and international level.

The format for the tournament is a seven-round Swiss system where all players play in each round paired against others with the same score.

The final round paired Sgt Redman against Sgt Onley on the top board, Redman being half a point ahead needed only a draw to take the title.

Redman – playing Black – responded to the king's pawn with a sharp line of the Sicilian defence.

He quickly picked off a pawn in the opening and Onley found himself in trouble, Redman offered a draw but Onley surprisingly declined, playing on in an inferior position but determined to contest the title till the end.

Redman continued to increase the pressure, improving his position but also using large chunks of his allotted time.

And so Sgt Onley lifted the Combined Services title for the first time, with Sgt Redman taking the RN title and Cpl Jay Ward the RAF title.

Onley and Redman will join forces with four other qualifiers, including the RN's Cdr Scott Bower and Lt Dave Ross, as part of the UK team heading to Brest in France in October to play in the 23rd NATO championships.

Further details on the sport from Lt Ross at dave.ross393@mod.uk.



ORDINARILY we give 'grip and grins' short shrift at the NN offices...

But for the sake of the Portsmouth East and RN Sub Aqua Club we'll make an exception because quite a lot of thought and effort has gone into it.

Lt Cdr Mark Scott (Fleet HQ) on the left assumes chairmanship of the club from his predecessor Lt Simon Watson (Thunderer Sqn) on the bottom of the pool at HMS Temeraire.

The club, officially recognised in 1973 and open to all ranks from all three Services plus MOD civil servants, meets at Temeraire at 6pm each Monday, followed at 7pm by instruction and theory out of the water in the lecture theatre.

From Temeraire, the transition from pool to open water begins with controlled dives at Horsea Lake in Portsmouth and Vobster Quay near Frome in Somerset.

This summer sees the club involved in numerous dives on local wreck sites, with opportunities for suitably-qualified members to assist archaeological surveys.

Details are available from Lt Cdr Scott on 023 9262 8979 or www.pernsac.org.uk.

Windsurfers can't Defi the elements

A TEAM of eight Royal Navy windsurfers travelled to Gruissan in the south of France to compete in this year's Defi Wind long-distance race.

Known as 'The Challenge', the Defi Wind is one of the premier events on the world calendar. It is open to all-comers, prompting mammoth attendance, *writes Cdr Gerry Northwood.*

This year 850 windsurfers, ranging in age from 13 to 68, entered the event, with all but 250 of the entrants veteran 'Defiers'. It also attracts the top racers with 2010 World Champion Antoine Albeau competing alongside other World Cup racers.

The course is run in strong (at least 15 kts) offshore conditions, utilising the famous Tramontana wind which flows down from the Pyrenees to the Mediterranean.

The course runs ten kilometres along the Gruissan shoreline and while the offshore wind makes for flat water, the gusty conditions do take some getting used to.

The RN team arrived four days before the event to acclimatise to the conditions and exploring the course.

Each day allowed for race training in a variety of conditions, including Force 8 to 9 winds in which the Navy team made a concerted effort to break the Armed Forces Speed record currently held by CPO Johnny Walker, impressively standing a shade under 42kts.

On day three, as the sun came out and the gusts became less extreme, Lt Paul Morris, aka the greying ginger giant, demonstrated that he has lost none of his old touch for speed and determined sailing, quickly notching up 38.022kts.

This was tantalisingly close to the magical 40kt barrier and a smidgin under the speed claimed that day by record-holder Walker.

Determined not to be outdone by his teammate, the ginger giant rigged bigger sails and repeatedly flew down a smooth strip of shallow water close to the beach. Despite this tenacity, he could not better his previous 38.022 kts.

Paul left the water at the end of a long day disappointed not to have beaten his teammate. And yet... Closer examination of Johnny W's GPS revealed – much to his chagrin – that his device was set to mph, so with his speed recalibrated to 33 kts, he conceded the fastest speeds to his now very exuberant colleague.

The acclimatisation also allowed three new team members to become acquainted with slalom race training and speed.

Cdr Tom Joyce has trained with the team before, but this would have been his first event competing. Lts Alex Bailey and Tim Wills, both aircrew on holdover, were with the team from the first time. All enjoyed their Defi experience and show much promise as future members of the team.

Sadly, the four days over which the Defi was held saw the wind switch onshore, throwing up an impressive and surfable shore break. Racing was limited to a fun race off the beach which saw much carnage in among the shore break as several hundred windsurfers tried to make a break for the open sea through the punishing waves.

While the actual racing event failed to materialise, the event was a resounding success for the RN.

"We made the right decision arriving early for acclimatisation training. Had the event taken place we were well prepared for success on the race course," said Rear Cdre (Windsurfing) Adrian Wallis.

"With new members introduced to the team we took full advantage of four days of adventurous and competitive spirited training ahead of the event. We raced each other over long distances and challenged each other for high recorded speeds. Daily distances sailed were in excess of 70 kilometres."



Picture: PO(AWT) Dutchy Holland/www.dhollandphotography.co.uk

Keith shines sans sunshine

THE rain which plagued the Diamond Jubilee weekend also dogged the **British Racing and Sports Car Club (BRSCC)** National A and B sprint – incorporating the **SELOC** (Lotus Enthusiasts Club) Speed Championship – on the Snetterton 100 layout in Norfolk.

Representing the Royal Navy Royal Marines Motorsport Association was Yeovilton's Lt Keith Attwood, who had to contend not just with competitors but also standing water (more of a pond really) on the exit of Williams.

Two practice runs were held prior to the main sprint event,

which comprised two timed laps of the circuit, and two runs to set the best time.

During the practice laps the rain was heavy and Keith's windscreen misted up almost immediately as he went out on track.

Things grew worse as he had a spin into Hamilton under-braking due to lack of grip through the river that was forming across the track.

Everyone was having this problem and the organisers decided to halt proceedings to see if the rain would ease, which was also an opportunity to clear some of the standing water from the track.

Keith's first practice run was not going to set the world on fire with a time of 139.4s, with the second being 125.5s some four seconds off the class leader, which meant he had some work to do during the timed runs.

During the first such run, the officer got off to an edgy start as the rain started to fall again just as a drying line had started to form.

The rest of the run went well as he improved his time to 122.2s, but his rivals had also improved.

Ahead of the second run Keith watched the single seaters and found they were taking a later apex which would work for him, as he had to keep second place.

As he got under way he took it easy at the start but found the later apex helped with grip and braking and upon returning to the paddock found he had done a 118.2s, finishing the day first in class and seventh overall in the National B class.

The weekend's result saw him move back into first place in the SELOC Championship – although he will struggle to hold this as he will miss the next meeting at Abingdon, before returning to the track at Castle Combe.

More details on the RNR MMA can be found at www.pdevportal.co.uk/sports/motorsport.

Rain and RAF triumph

TEAMS from the Royal Marines, Portsmouth, Naval Air and Plymouth Commands made for Portsmouth for the two-day Inter-Command cricket competition.

With the Inter Service Twenty20 tournament scheduled for the end of last month, this was seen very much as a talent-spotting exercise for players to be considered for the RN side to play at Lord's, *writes Lt Cdr David Cooke.*

Additionally, a memorial match was arranged in memory of Mne Richard Hollington who was tragically killed whilst on active service in Afghanistan. Richard was the son of Robin, an ex Royal Navy and Combined Services cricketer.

The weather forecast was not good and it was with great surprise that the first day commenced on time with the round robin competition taking place on both Burnaby Road East and West.

On paper there was little to choose between the four teams, each with a selection of RN representative players in their ranks with Portsmouth and the Royal Marines perhaps shading the odds.

The first set of matches saw Plymouth take on NAC, while Portsmouth and the Royals did battle on the other pitch.

In the former, Plymouth beat NAC by 45 runs, with Navy opening bowler Lt J Parker (MOD) scoring 80 NO for the West Country side and then taking 3-28 in his four overs.

On Burnaby Road East Portsmouth scored a reasonable 153-4, RN skipper ET(WE) M Thompson (HMS Ambush) top scoring with 60 valuable runs.

In the Royals' innings the Portsmouth bowlers performed very tidily, however with Sgt A Pollard (RM Poole) at the crease the run chase was certainly on, but when he was dismissed a Portsmouth win looked almost certain.

The Royals had other ideas and, helped by some sloppy fielding from the Portsmouth team, left them with one run to win off the final ball – the batsmen scrambled a single off that ball giving the Royals their first win of the tournament.

In the afternoon, Portsmouth took on NAC

and posted a similar score to their morning's performance, Thompson again scoring well with a 53 NO out of a total of 153 all out.

In reply, NAC were up with the run rate but at 123-5, rain interrupted play and the match had to be called off.

Calculations determined that Naval Air had a better run rate and were declared winners by five wickets.

In the other afternoon match, the Royals posted an impressive 191-9, Pollard again in form, smiting a powerful 86 and then reduced Plymouth to 119-8 in their 20 overs, giving them victory by 72 runs.

The weather on day two was very poor and it was decided to call off the memorial match early and play all remaining I/C matches on Burnaby Road West.

The first game, played in wet conditions, saw Portsmouth score 146-3 in 15 overs against Plymouth, Thompson again scoring a sound 63 NO and ETWE I Buss (HMS Daring) a steady 59.

With rain absolutely pouring out of the sky, the players came off and sheltered before the whole competition was called off after lunch.

As there was no final, the Royal Marines were clear winners after winning both their matches but the runners-up spot had to be decided on net run rate, NAC just easing out Plymouth by -0.81 – a close-run thing.

Capt Ray Holyer, the tournament referee, thanked players, officials, organisers, ground staff and caterers all of whom made the event possible in difficult conditions, and all Commanding Officers and line managers who allowed players availability to participate in the competition.

Robin Hollington presented the player of the tournament trophy to ET(WESM) Matt Thompson and the Inter-Command trophy to the Royal Marines with mementos to officials, winners and runners up.

Thankfully, the Inter-Service U25 cricket festival, also hosted in Portsmouth, was blessed with glorious sunshine and soaring temperatures, allowing ground staff just sufficient time to prepare the Burnaby Road ground to its rightful condition. The ground looked really impressive.

Day one saw the hosts take on the Army –

always a formidable side.

The RN struggled to gain any sort of momentum early on and only late flurries by AET P Rose (848 NAS) 23 and AET D Storey (848 NAS) 29 NO, helped to build a score of 150 all out.

It was feared that this total might not be enough, however after a good start by the Army batsmen the Navy bowlers stuck to their task determined to keep the run rate down.

With the Army on 122-5, it looked as if the soldiers were home and dry, however continued accuracy from Storey (3-34) and Green (Temeraire) 2-25 rattled the batsmen, four more of whom fell for just 19 runs.

At 143-9 it was anyone's game, but with some luck, the last two batsmen held on to creep past their target by one wicket.

For his unbeaten 29 and three wickets, Storey was named man of the match.

Current champions, the Royal Air Force, started the defence of their title against the RN on the second day.

The RN won the toss and invited the airmen to bat. When the Navy bowlers struck twice very early on, the signs were very positive.

At 95-5 the RAF looked in trouble, but a sixth-wicket partnership of 183 reversed that and after their 50 overs the airmen had scored 279-8, with ETWE I Buss (Daring) taking 3-52.

In reply the RN got off to the worst start imaginable losing a wicket in the first over and another soon after only some resolute batting from Buss (79) and some power hitting from Green (25) enabled the Navy to score a respectable score of 179, but sadly 88 runs short of their target.

So, on the final day the Army took on the RAF to attempt to wrestle the crown from them, but lost the toss after which the RAF elected to bat. Their innings ebbed and flowed, but the batsmen did get the upper hand and the airmen managed to amass a score of 262-8 in their 50 overs.

Always behind the required run rate, the Army lost wickets too regularly in their attempt to push on and they were finally dismissed for 176 in 42 overs, giving the reigning champions victory by 86 runs. Two convincing performances by the Royal Air Force.



Rowing for gold again

ROWER Lt Peter Reed will defend his gold medal at the 2012 London Olympics after being selected for the Great Britain team.

The 30-year-old (*pictured above, courtesy of Intersport Images/GB Rowing Team, holding the gold he won in May at the Rowing World Cup*) is the first of the Senior Service's elite athletes to be picked for the summer games, selected for the men's coxless four who were triumphant at the 2008 event in Beijing.

"Being selected is fantastic," he said. "To have this confirmation is very, very humbling and makes me very proud.

"To even have an Olympic title is a phenomenal feeling but it's also something that I left behind once I started my campaign for London. There will be lots of attention around the fact that we, Great Britain, have had three consecutive wins in the coxless four.

"It was Steve Redgrave's last gold medal in Sydney, Matthew Pinsent's last gold medal in Athens in 2004 and Andy Triggs Hodge and I picked up the baton in 2008 with a win in Beijing so we'll be aiming to do it a record breaking fourth time in a row and that's very special.

"It's part of history, it's something I'm very proud of and very passionate about and it's definitely something I can put my determination behind."

Peter will join Alex Gregory, Tom James and Andy Triggs Hodge in the boat – a winning combination which triumphed at the Rowing World Cup in Lucerne after a tight race with their main Australian rivals.

"For the Olympics I think we'll definitely be looking to the Australian crew who are recently formed and there's a lot of pedigree in that boat," he said.

"It would be foolish of us to just keep our eye on one nation - the Germans are going to be very good as well; they're a very similar crew to the ones we raced in the 2006 world championship who got silver behind us.

"Then if you look round the rest of the world the Greeks got silver last year, the Italians will be good, the Americans might produce something and the Canadians will be good.

"We'll have our eyes wide open but it's important as well that we just focus on what we're doing and it's served us well in British rowing until now just to concentrate on our own boat."

Lt Reed joined the RN in 1999 as a marine engineer officer and is now an engineering training manager.

After developing a passion for rowing, shortly afterwards he represented Great Britain at the Under-23 Championships in the coxless-four in 2003 before working his way up to Olympic standard in just a few years.

"To be selected for the Olympics in London is incredibly lucky," he added.

"Who could have ever imagined that we would be right at the peak of our sport, at the right age, the right level of experience in a sport that traditionally does very well, racing a home Olympics. It's just the sort of thing that sportsmen's fantasies are made of."